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

## **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE**

**Wednesday, May 4, 2022**

**\*\*6:00 PM\*\***

### **REMOTE CONFERENCING ONLY**

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

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

**Join meeting online at:**

**<https://us02web.zoom.us/j/990276709?pwd=QXBRbWF6ajh6M3dOR3hhbGloRlhRZz09>**

**OR**

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

**Meeting ID: 990 276 709**

**Password: 352877**

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

### **1. ROLL CALL**

Call to order and self-introductions. 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**

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

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

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### **3. BEGINNING OF CONSENT AGENDA**

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

#### **3.1 APPROVE** minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 6, 2022.

- Montiel

*The draft minutes of the April 6, 2022 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.*

### **END OF CONSENT AGENDA**

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#### **4. RECEIVE and DISCUSS** presentation on the updated Active Transportation Support Program Guidelines and Application.

- Guther

*The Active Transportation Support Program (formerly the Bike Secure Program) has been updated and expanded, and the guidelines and application materials have been redesigned. The changes were made to offer applicants more choices and encourage more potential recipients to apply.*

#### **5. RECEIVE** update on state legislation and **PROVIDE** input to staff.

- Watson

*Staff will present several proposed state bills that pertain to bicycle and pedestrian priorities for the Committee to provide input on possible positions for the TAMC Board of Directors to consider.*

#### **6. RECEIVE** update on the Safe Routes to School program.

- Green

*The Safe Routes to School Program is a Measure X-funded initiative. The Program funds projects and programs that improve children's health by making walking and*

*bicycling safer and easier. This report reviews the activities accomplished in fiscal year 2021/2022 and upcoming plans for fiscal year 2022/2023.*

**7. ANNOUNCEMENTS and/or COMMENTS**

**8. ADJOURN**

## **ANNOUNCEMENTS**

Next Committee meeting:  
**Wednesday, June 1, 2022 at 6pm**

### **Important Meeting Information**

**Remote Meetings:** On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

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

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

Transportation Agency for Monterey County  
www.tamcmonterey.org  
Office is closed an all employees are working remotely until further notice  
TEL: 831-775-0903  
EMAIL: info@tamcmonterey.org

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

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

## **CORRESPONDENCE, MEDIA CLIPPINGS, & REPORTS**

### **Correspondence**

**Media Clipping - No items this month.**

**Reports - No items this month.**



## ***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** May 4, 2022  
**Subject:** **Draft April 6, 2022 Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 6, 2022.

### **SUMMARY:**

The draft minutes of the April 6, 2022 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

### **ATTACHMENTS:**

- ▢ Draft April BPC Minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**Bicycle and Pedestrian Facilities Advisory Committee**

**Draft Minutes of April 6, 2022**

Held remotely via Zoom due to COVID-19 pandemic

Voting Members	AUG 21	SEP 21	OCT 21	NOV 21	JAN 22	FEB 22	MAR 22	APR 22
Eric Petersen, District 1	P	P	P	P	P	A	P	P
Pete Scudder – District 2 <i>(David Tavarez)</i>	P	P	P	E	P	P	P	P
Mike Novo – District 3, Chair	P	P	P	P	P	P	E	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	E	P	P	P	P	P	P	P
Martin Wegenstein, District 5, Vice Chair <i>(Jeff Lindenthal)</i>	P	P	P	P	P	P	P	P
D. L. Johnson, Carmel-By-The Sea	P	P	P	P	P	A	P	P
Celine Pinet, Del Rey Oaks	P	P	P	P	E	P	P	P
Gonzales - Vacant	-	-	-	-	-	-	-	-
Ernest Gallardo, Greenfield	E	P	P	P	P	P	P	E
Michael LeBarre, King City	P	P	P	P	P	P	P	P
Vacant, Marina	P	P	P	P		-	-	-
Gino Garcia, Monterey <i>(Abby Ostovar)</i>	P	P	P	P	P	P	P	P
Natalie Popovich, Pacific Grove <i>(Jung Hwa Kim)</i>	P	P	P	P	P	P	P	P
Chris Flescher, Salinas <i>(Mark Lasnik)</i>	P	P	P	P	P	P	P	P
Elizabeth (Libby) Sofer, Sand City	P	P	P	P	P	P	P	P
Ralph Wege, Seaside <i>(Jan Valencia)</i>	P	P	P	P	P	P(A)	P	P
Soledad - Vacant	-	-	-	-	-	-	-	-
Sloan Campi, Monterey Salinas Transit	P	E	P	P	P	P	P	P
Vera Noghera, Velo Club of Monterey <i>(Alex Capelli)</i>	-	P	P	-	P	E	P(A)	P
Grant Leonard, N. County Recreation & Park District	P	P	P	P	P	P	P	E
Vacant - Salinas Public Works	-	-	-	-	-	-	-	-
Vacant – Monterey County Public Works	-	-	-	-	-	-	-	-
Caltrans - District 5	-	-	-	-	-	-	-	-
Miranda Taylor, AMBAG <i>(Will Condon)</i>	P	P	P	P	P	P	P	P
Matthew McCluney - CSUMB	P	P	P	P	P	P	P	P

E – Excused  
P(A) – Alternate  
A - Absent  
VC – Video Conference  
TC – Teleconference

<b>TRANSPORTATION AGENCY STAFF</b>	<b>AUG 21</b>	<b>SEP 21</b>	<b>OCT 21</b>	<b>NOV 21</b>	<b>JAN 22</b>	<b>FEB 22</b>	<b>MAR 22</b>	<b>APR 22</b>
Todd Muck, Executive Director	E	E	E	P	P	E	E	E
Ariana Green, Principal Transportation Planner	-	E	P	P	P	E	E	E
Maria Montiel, Administrative Assistant	P	P	P	P	P	P	P	P
Mike Zeller, Director of Programing and Project Delivery	P	E	E	E	E	E	E	E
Laurie Williamson, Senior Engineer	-	E	E	E	E	E	E	E
Christina Watson, Director of Planning	-	P	E	P	E	P	P	E
Janneke Strause, Transportation Planner					P	P	P	P
Aaron Hernandez, Assistant Transportation Planner		P	P	P	P	P	P	E
Alissa Guther, Assistant Transportation Planner				P	P	E	E	E
Doug Bilse,								P
<b>OTHERS PRESENT:</b>								
	Jessica Perez	Health Department		Hans Hoffman		Public		
	Ingrid McRoberts	Caltrans D-5		Darron Hill		Caltrans D-5		

1. Chair Mike Novo called the meeting to order at 6:00 p.m. A quorum was established, and Maria Montiel took roll call.
2. **PUBLIC COMMENTS**  
None.
3. **BEGINNING OF CONSENT AGENDA**  
**M/S/C** Johnson/ Wegenstein /unanimous  
 Abstain: Mike Novo and Vera Noghera
  - 3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of March 2, 2022.**END OF CONSENT AGENDA**



#### 4. **CALTRANS DISTRICT 5 ACTIVE TRANSPORTATION PLAN**

The Committee received an update on the Caltrans District 5 Active Transportation Plan; and provided input on the plan.

Ingrid McRoberts, Caltrans District 5, presented on the Caltrans District 5 Active Transportation Plan for the Central Coast of California has been completed. The plan was developed in collaboration with partner agencies, advocates, and members of the public. She noted that it includes a prioritized list of bicycle and pedestrian needs along and across the State Highway System to help identify opportunities to incorporate bicycle, pedestrian, and transit improvements into projects. In conclusion Ms. McRoberts shared the Caltrans Customer Service Request link [Submit Customer Service Request \(ca.gov\)](#).

The Committee had the following comments and input on the Caltrans District 5 Active Transportation Plan:

- Consider highlighting the gaps in King City
- Consider including on the survey urban biking and walking if surveillance camera systems make you feel safer knowing it is being monitored
- Consider adding on grant application the need for additional camera cost
- Appreciate the references to Americans with Disability Act (ADA) on the printed material
- Consider exploring the congestion and traffic jams due to tourists
- Consider an alternative word for equity
- The plan should look at incidents, safety issues and accidents in that area
- Consider connection to the South County cities and to their big employment centers

#### 5. **2024 SHOPP PROGRAM**

The Committee received a presentation and provided input on TAMC Biannual State Highway Operation and Protection Program (SHOPP) Package.

Darron Hill, Caltrans District 5, reported that Caltrans District 5 is responsible for the SHOPP programming and project initiation documents under development in Monterey County. He noted that Caltrans is responsible for maintaining and operating approximately 50,000 lane miles of the state highway system, the backbone of California's transportation infrastructure. Mr. Hill reported that the SHOPP program includes monitoring of the condition and operational performance of the highways through periodic inspections, traffic studies, and system analysis. The SHOPP is funded through the State Highway Account and reflects the State's priority for preserving the existing infrastructure.

The Committee had the following comments and input on the TAMC Biannual State Highway Operation and Protection Program:

- Consider having project descriptions use language that is easy for the public to understand
- There was a request to improve information concerning the site location. It was pointed out that that Caltrans now has a tool to easily plot the post mile on a map of the project site.

- It was emphasized that the complete streets aspect of the SHOPP program is about addressing issues for pedestrian, bicyclist, or other modes for an existing SHOPP project, more than it is about changing the project or moving the project site
- Recommend that projects maintain the paved shoulder width and avoid reductions in paved shoulders to support bike use.
- Consider adding a legend to define the acronyms used in the document

**6. CALTRANS COMPLETE STREETS DIRECTIVE**

The Committee received a presentation on the California Department of Transportation (Caltrans) Complete Streets Directive.

Darron Hill, Caltrans District 5, reported that Caltrans has adopted a Complete Streets Directive. He noted that the document states that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking and taking transit or passenger rail unless an exception is documented and approved. In conclusion Mr. Hill reported that this directive commits Caltrans to identify opportunities for complete streets in all phases especially during project development from planning and design to construction, operations, and maintenance.

The Committee had the following comments and input on the Caltrans Complete Streets Directive:

- Consider future projects like a bike trail on Carmel Valley
- Consider designing benefits for pedestrian and bicyclist on all future projects

**7. ANNOUNCEMENTS AND/OR COMMENTS**

Committee Member DL Johnson mentioned that he posted a simple survey on the Next-Door app in regard to the Carmel traffic congestion and student safety at Highway One and Ocean Blvd and received many replies suggesting this issue should be a high priority.

Committee Member Eric Petersen mentioned the following:

- Can we find out who the Caltrans bicycle coordinator is?
- How can we get the Caltrans Highway Design Manual enforced?
- Does the Caltrans Bicycle Advisory Committee still exist? If it does, how to contact them?
- Can we get an update on the pop-up projects for the Safe Routes to School program?

Janneke Strause announced that April 18 – May 31 is Move It Monterey County, an incentive to get everyone out and moving. She noted that you can track your bike, walk, use transit or carpool to be entered to win some prizes. For more information and to sign up go to GO831.org

**8. ADJOURNMENT**

Chair Novo adjourned the meeting at 7:52 p.m.



## Memorandum

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Alissa Guther, Assistant Transportation Planner  
**Meeting Date:** May 4, 2022  
**Subject:** **New Active Transportation Support Program Guide and Applications**

### **RECOMMENDED ACTION:**

**RECEIVE and DISCUSS** presentation on the updated Active Transportation Support Program Guidelines and Application.

### **SUMMARY:**

The Active Transportation Support Program (formerly the Bike Secure Program) has been updated and expanded, and the guidelines and application materials have been redesigned. The changes were made to offer applicants more choices and encourage more potential recipients to apply.

### **FINANCIAL IMPACT:**

The budget for the Active Transportation Support Program is \$30,000 per fiscal year from the Agency's set-aside of Regional Surface Transportation Program funds. The funding does not roll over and as such must be used or will be lost each year.

### **DISCUSSION:**

The Active Transportation Support Program (formerly the Bike Secure Program) is an on-going, rolling grant program with the purpose of promoting active transportation by providing businesses, schools, and agencies with secure bicycle parking, repair stations, skateboard racks, and funding for artistic bicycle racks. The previous guidelines contained information on the type of racks that are eligible as well as the program requirements to apply for the program. The program runs on a \$30,000 budget per year with applications being reviewed on a first come first serve basis. However, funding for the program has not been fully utilized in previous years.

The 2021-2022 update of the former Bicycle Secure Program broadened the program with additional program areas that are intended to increase the access of active transportation modes across Monterey County. The updated guidelines were revised to include these Program Areas:

- Roll Repair Program:
  - The Transportation Agency would provide maintenance tools and training resources to schools and non-profit organizations to run their own maintenance program.
- Bike Support Kits:
  - The support kits would include a range of maintenance and safety items such as bike pumps, patch kits, inner tubes, lights, and reflectors.
- Walk Support Program
  - This program seeks to utilize low impact, low cost walk safety improvements like signs, paint and banners

to create safer sidewalks and pedestrian areas around schools and participating organizations.

- League of American Bicyclists Training:
  - The Transportation Agency is seeking to partner with local schools and non-profit organizations to host training workshops to train prospective instructors about bicycle safety and education.
- Racks and Lockers:
  - Already in the existing program, the purchase and shipment of bicycle, scooter, skateboard racks and lockers would be provided to businesses and organizations interested in the equipment.

Each of the program areas has their own requirements. A draft of the new guidelines and application was presented at the Bicycle and Pedestrian Committee meeting in January. Staff requests the committee review the finalized guidelines and application which have had a graphic design update.

The updated guidelines will go to the Transportation Agency for Monterey County Board of Directors for approval in June and the new program will go into effect in July.

**WEB ATTACHMENTS:**

[Final Active Transportation Support Program Application](#)

[Final Active Transportation Support Program Guidelines](#)



## Memorandum

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 4, 2022  
**Subject:** Legislative Update

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### **RECOMMENDED ACTION:**

**RECEIVE** update on state legislation and **PROVIDE** input to staff.

### **SUMMARY:**

Staff will present several proposed state bills that pertain to bicycle and pedestrian priorities for the Committee to provide input on possible positions for the TAMC Board of Directors to consider.

### **FINANCIAL IMPACT:**

The bills could present a financial impact to TAMC or its member jurisdictions.

### **DISCUSSION:**

**Attached** is a draft bill list showing the status of bills as of the end of March. Bills of interest to this Committee include:

- Assembly Bill (AB) 1713 (Boerner Hovath): Vehicles: required stops: bicycles - this bill was amended to apply only to two-lane highways with stop signs on all approaches. The bill, as amended, would also include warning citations for bicyclists under 18 who fail to stop at a stop sign.
- AB 1909 (Friedman): Vehicles: bicycle omnibus - this bill was amended to authorize jurisdictions to limit e-bikes on equestrian, hiking, or recreational trails.
- AB 2264 (Bloom): Pedestrian crossing signals - this bill would require a traffic signal to have a 3- to 7-second leading pedestrian interval, no matter the context of the signal.
- Senate Bill (SB) 932 (Portantino): General plans: circulation element: bicycle and pedestrian plans and traffic calming plans - this bill was amended to require bicycle and pedestrian plans and traffic calming plans for the urbanized areas within a county or city general plan and require implementation of the plan within 2 years of adoption. It also allows a person injured to have a cause of action against the county.

Staff will provide a verbal update on bills that may have been amended by the date of this meeting.

### **ATTACHMENTS:**

- Draft bill list

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1638 (Kiley)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	3/28/22 Assembly Transportation <u>Failed Passage</u>	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	<b>OPPOSE</b> <b>Priority 1S</b>
<b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b>	3/21/22 Assembly Transportation	This bill would, <del>until January 1, 2026,</del> require a person who is 18 years of age or older riding a bicycle <u>on a two-lane highway</u> , when approaching a stop sign at the entrance of an intersection <u>with another roadway with two or fewer lanes, where stop signs are erected on all approaches</u> , to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. <u>The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.</u>	<b>Watch</b> <b>Priority 9S</b>
<b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway widening</b>	2/10/22 Assembly Transportation	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.	<b>OPPOSE UNLESS AMENDED</b> <b>Priority 2S</b>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1909 (Friedman)</b>  <b>Vehicles: bicycle omnibus</b></p>	<p>3/21/22                      Assembly Appropriations</p>	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail <del>and would remove the authority of a local jurisdiction to prohibit class 1 (20 mph max speed and motor works only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities.</del> The bill would instead authorize a local authority to prohibit the operation of <u>any class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour or any class of electric bicycle on an equestrian trail, or hiking or recreational trail.</u> This bill extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>
<p><b>AB 1919 (Holden)</b>  <b><u>Transportation Youth Transit Pass Pilot Program: free student youth transit passes: eligibility for state funding</u></b></p>	<p>3/8/22                      Assembly Transportation</p>	<p><u>This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, to be eligible for state funding under the Transportation Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of offsetting the costs to transit agencies for implementation of offering the free passes. MST recommends an “oppose” position on this bill.</u></p> <p><del>This bill is a spot bill related to free and unlimited access to student transit passes.</del></p>	<p><b>OPPOSE</b>  <b>Priority 3S</b></p>

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1944 (Lee)</b> <b>Local government: open and public meetings</b>	2/18/22 Assembly Local Government	The Ralph M. Brown Act allows for meetings to occur via teleconferencing if the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.	<b>SUPPORT</b> <b>Priority 15S</b>
<b>AB 1946 (Boerner Horvath)</b> <b>Electric bicycles: safety and training program</b>	3/21/22 Assembly Appropriations	This bill would require Caltrans, <del>in coordination with the Office of Traffic Safety,</del> to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2120 (Ward)</b> <b>Transportation finance: federal funding: bridges.</b>	3/29/22 <u>Assembly Appropriations</u>	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission.	<b>SUPPORT</b> <b>Priority 9S</b>



TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2237 (Friedman)</b>  <del>Regional Transportation Plan: Active Transportation Program</del>  <u>planning: regional transportation improvement plan: climate goals</u></p>	<p>3/22/22                      Assembly Transportation and Natural Resources</p>	<p>This bill would require the Strategic Growth Council to convene key state <u>agencies to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community”</u>. <del>metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing its report on California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs.</del> <u>This bill would require the regional transportation improvement plans (RTIPs) be consistent with the adopted sustainable communities strategy and the state’s climate goals. The bill would require the State Air Resources Board to reallocate moneys from inconsistent projects or programs and prohibit a regional agency from funding inconsistent projects or programs.</u></p>	<p><b>OPPOSE</b>  <b>Priority 14S</b></p>
<p><b>AB 2264 (Bloom)</b>  <u>Pedestrian crossing signals</u></p>	<p>3/22/22                      Assembly Transportation</p>	<p><u>This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.</u></p>	<p><b>Watch</b>  <b>Priority 9S</b></p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2336 (Friedman)</b>  <b><u>Vehicles: Speed Safety System Pilot Program</u></b></p>	<p><u>3/23/22</u>  <u>Assembly Transportation</u></p>	<p><u>This bill would authorize a Speed Safety System Pilot Program in specified cities, not including any city in Monterey County. This bill is one of the Vision Zero task force recommendations, implementing automated speed enforcement which has historically been prohibited in California.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>
<p><b>AB 2438 (Friedman)</b>  <b><u>Transportation projects funding: Alignment with state plans and greenhouse gas emissions reduction standards</u></b></p>	<p><u>3/22/22</u>  <u>Assembly Transportation</u></p>	<p><u>This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program. the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. This bill would require funds under the Local Streets and Roads Program to be consistent with the CTP, CAPTI, and greenhouse gas emissions reduction standards. The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues.</u></p>	<p><b><u>OPPOSE unless amended</u></b>  <b><u>Priority 2S</u></b></p>

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2449 (Rubio, Blanca)</b> <b>Open meetings: local agencies: teleconferences</b>	3/3/22 Assembly Local Government	This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.	<b>Watch</b> <b>Priority 15S</b>
<b>AB 2514 (Dahle M)</b> <b>Road Maintenance and Rehabilitation Account: apportionment of funds: underserved rural communities</b>	3/21/22 Assembly Transportation	<u>This bill would provide for the allocation by the commission under the Local Partnership Program to underserved rural communities, regardless of whether they have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects.</u>	<b>Watch</b> <b>Priority 1S</b>
<b>AB 2622 (Mullin)</b> <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	3/10/22 Assembly Revenue and Taxation	This bill would extend, from January 1, 2024 to January 1, 2034, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	<b>SUPPORT</b> <b>Priority 13S</b>

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2647 (Levine)</b> <b>Local government: open meetings</b>	3/10/22 Assembly Local Government	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	<b>Watch</b> <b>Priority 15S</b>
<b>AB 2805 (Bauer-Kahan)</b> <b>Department of Fish and Game: advance mitigation and regional conservation investment strategies</b>	2/18/22 Introduced	This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021. Staff recommends a support position.	<b>SUPPORT</b> <b>Priority N/A</b>
<b>SB 674 (Durazo)</b> <b>Public Contracts: workforce development: covered public contracts</b>	9/9/21 Two-year bill	This bill would require the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 726 (Gonzalez)</b> <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	9/7/21 Two-year bill	This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	<b>Watch</b> <b>Priority 1S</b>

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<b>SB 771 (Becker)</b> <b>Sales and Use Tax Law: zero emissions vehicle exemption</b>	5/26/21 Two-year bill	This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 873 (Newman)</b> <b>California Transportation Commission: state transportation improvement program: capital outlay support</b>	3/9/22 Senate Transportation	This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	<b>Watch</b> <b>Priority 2S</b>

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 922 (Wiener)</b>  <b>CEQA exemptions;</b>  <b>transportation-related</b>  <b>projects</b></p>	<p>3/16/22                      Senate                      Appropriations</p>	<p>This bill would repeal the January 1, 2030, sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill repeals the January 1, 2023, to indefinitely continue a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects’ stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects.</p>	<p><b>SUPPORT</b>  <b>Priority 11S</b></p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 932 (Portantino)</b>  <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</b></p>	<p>3/23/22                      Senate                      Transportation</p>	<p><del>Commencing January 1, 2023,</del> This bill would require the legislative body, upon <del>any</del> <u>the next</u> substantive revision of the circulation element, <u>on or before June 30, 2024,</u> <u>to develop or update the plan for a balanced, multimodal transportation network, and to ensure that a modified circulation element the plan includes bicycle and pedestrian plans and traffic calming plans for any urbanized area within the scope of the county or city general plan.</u> This bill would require a county or city to <del>include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions</del> <u>begin implementation of the plan within 2 years of the date of adoption of the plan.</u> This bill would increase <del>or decrease</del> the <del>15</del><u>20</u>-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic violence. <u>This bill would allow a person injured within the right-of-way in a collision with a motor vehicle to have a cause of action for failure to comply with these provisions against specified counties.</u></p>	<p><b>Watch</b>  <b>Priority 14S</b></p>
<p><b>SB 942 (Newman)</b>  <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b></p>	<p>3/22/22                      Senate                      Appropriations</p>	<p>This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.</p>	<p><b>SUPPORT</b>  <b>Priority 3S</b></p>

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b>	3/22/22 Senate Appropriations	This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b>	3/23/22 Senate Appropriations	This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the OPC, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the OPC. The bill would require the conservancy, in consultation with the OPC to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program.	<b>Watch</b> <b>Priority 2S</b>



**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b><u>SB 1121 (Gonzales)</u></b>  <b><u>State and local transportation system: needs assessment</u></b></p>	<p><u>3/17/22</u>  <u>Senate Transportation</u></p>	<p><u>This bill would require the CTC to conduct a 10 year needs assessment and to identify areas where needs may exceed revenues.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 1S</u></b></p>
<p><b><u>SB 1175 (McGuire)</u></b>  <b><u>Department of Transportation: intermodal passenger services: rail corridors</u></b></p>	<p><u>3/23/22</u>  <u>Senate Transportation</u></p>	<p><u>Existing law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, we are part of the larger rail mega region with the Sonoma-Marín Area Rail Transit District (SMART) and recommend supporting our partner agency in this effort.</u></p>	<p><b><u>SUPPORT</u></b>  <b><u>Priority NA</u></b></p>
<p><b><u>SB 1217 (Allen)</u></b>  <b><u>State-Regional Collaborative for Climate, Equity, and Resilience</u></b></p>	<p><u>3/29/22</u>  <u>Senate Transportation</u></p>	<p>This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.</p>	<p><b><u>Watch</u></b>  <b><u>Priority 2S</u></b></p>



**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Ariana Green, Principal Transportation Planner  
**Meeting Date:** May 4, 2022  
**Subject:** Safe Routes to School Program Update

**RECOMMENDED ACTION:**

**RECEIVE** update on the Safe Routes to School program.

**SUMMARY:**

The Safe Routes to School Program is a Measure X-funded initiative. The Program funds projects and programs that improve children's health by making walking and bicycling safer and easier. This report reviews the activities accomplished in fiscal year 2021/2022 and upcoming plans for fiscal year 2022/2023.

**FINANCIAL IMPACT:**

The Measure X Safe routes to School program provides a consistent source of funding over the next 30 years: approximately \$667 thousand annually, or \$20 million over the 30-year life of Measure X. To date, \$569 thousand of Measure X money has leveraged \$5.6 million of state and federal grant dollars to plan and build safe routes to school projects, and fund education and encouragement programs.

<b>Project</b>	<b>Grant \$ (\$1,000s)</b>	<b>Measure X (SRTS) (\$1,000s)</b>
Seaside & Marina SRTS Plan	\$361	\$41
Salinas SRTS Plan	\$955	\$169
Salinas Valley SRTS Plan	\$664	\$127
ATP C4 Every Child	\$2,143	\$82
ATP C5 Broadway Complete Streets	\$980	\$0
Alisal Greening, Beautification & Safety	\$499	\$150
<b>TOTAL</b>	<b>\$5,602</b>	<b>\$569</b>

**DISCUSSION:**

The TAMC Board of Directors adopted Measure X Safe Route to School program guidelines February 28, 2018. These guidelines set a vision for the program and identify goals, objectives, and types of projects and activities that can be funded. The Measure X Safe Routes to School program funds projects and programs that improve children's health by making walking and bicycling safer and easier. The program will result in projects that provide the following benefits: improved safety for children walking and biking to school; better connections between schools, residential areas and vocational training programs; enhanced air quality; reduced traffic congestion around schools, and healthier

transportation choices for school children and parents.

### **FY 2021/2022 Measure X Safe Routes to School Program Activities**

Many schools re-opened for in-person learning in 2021 and the Safe Routes to School partners were able to deliver education and encouragement programming onsite. The Transportation Agency also developed partnerships with CSU Monterey Bay and the Greenfield Community Science Workshop to enhance Safe Routes to School programs and projects across the county.

#### Salinas Safe Routes to School Plan

The Salinas Safe Routes to School Plan, which kicked-off in Spring 2020, is in draft form and will be ready for public review starting in Spring 2022 with adoption planned for December 2022. The planning team comprised of TAMC, Monterey County Health Department, City of Salinas, and Ecology Action staff installed a temporary redesign of E. Alisal Street in Fall of 2021. The demonstration was washed-out by a heavy storm and had to be taken down. Thankfully the community was able to experience the new design which included a road diet with protected bike lane and enhanced crossings for a short period of time and provided the team with feedback. The final street demonstration for the Plan will be on McKinnon Street in front of Harden Middle School in North Salinas. The demonstration will add protected bike lanes on McKinnon Street and painted curb extensions on Westminster Drive from April 20 - May 18 2022. Community members are encouraged to walk and bike through the demonstration during this time and provide feedback by completing a survey online, in-person or by mail. More information online at: <https://saferoutesmonterey.org/planning-salinas/>

#### Salinas Valley Safe Routes to School Plan

The Transportation Agency, in partnership with Ecology Action and the Monterey County Health Department, was successful in securing a \$644,000 Sustainable Transportation Planning grant from Caltrans to develop the Salinas Valley Safe Routes to School Plan. The Plan will provide recommended safe routes to school improvements and programs for all the K-12 public schools in the cities of Gonzales, Soledad, Greenfield and King City. The planning effort kicked-off in Greenfield in Spring 2022 and will kick-off in Gonzales, Soledad and King City in Fall 2022.

Each city will have its own Safe Routes to School Steering Committee which will be made up of community representatives including students, parents, schools, advocacy groups, and residents. Applications for the Steering Committees will be available online and hard copy. These groups will meet from Summer 2022 - Fall 2023 throughout the Salinas Valley Safe Routes to School planning process and will:

- Review projects
- Lead Participatory Budgeting
- Get community feedback
- Advocate for Projects & Programs
- Provide guidance

#### Safe Routes to School Education Program

The Measure X Safe Routes to School Program has set a goal of providing pedestrian safety classes to all 2nd graders and bicycle safety classes to all 5th graders in Monterey County. These bicycle and pedestrian safety education programs will take place at elementary schools across the county. TAMC has renewed the contract with Ecology Action to teach bicycle and pedestrian safety in all elementary schools in the Salinas Valley, Marina and Seaside over the next year.

#### Every Child Grant Implementation

In 2021 the Safe Routes to School team was finally able to provide programming to students in-person and began by launching walking school buses at three schools in South County and five schools on the Peninsula:

- La Gloria Elementary, Gonzales
- Gabilan Elementary, Soledad

- Oak Avenue Elementary, Greenfield
- Bayview Academy, Monterey
- Ord Terrace Elementary, Seaside
- Del Rey Woods Elementary, Seaside
- Crumpton Elementary, Marina
- Marina Vista Elementary, Marina

In addition to the walking school buses, the team held Family Fun Festivals in Gonzales and Greenfield providing resources about active transportation and healthy living. TAMC worked with CSUMB graphic design students to develop concepts for traffic gardens to be installed at 11 school sites across the county in 2022 and 2023.

#### CSUMB Sustainable City Year - Safe Routes to School Partnership

In Fall 2020 TAMC partnered with CSUMB to provide opportunities for students to get involved with safe routes to school projects and programs through the Sustainable City Year Program. Through this five-year contract, students will get hands-on experience assisting the Safe Routes to School team and partners. Thus far students have conducted bike and pedestrian counts, created maps, designed traffic gardens, provided feedback on materials for Spanish-speaking communities, and created videos.

#### Greenfield Community Science Workshop

In January 2022, TAMC partnered with the Greenfield Community Science Workshop to establish the Greenfield Bike Garage. This three-year contract will provide weekly community bike/scooter/skateboard repair workshops in Greenfield and mobile repair workshops serving communities in south Monterey County.

#### Safe Routes to School Website

Staff continued to update and add content to the Safe Routes to School Program website <https://saferoutesmonterey.org> which includes program information, informational safety videos, resources for parents and schools and more!

#### **Goals for Fiscal Year 2022/23**

- Continue working with CSUMB Sustainable Cities Program;
- Continue work on the Salinas Valley Safe Routes to School Plan;
- Continue "Every Child: Community-Supported Safe Routes to School" grant work;
- MY Town Museum Exhibition in South County;
- Salinas Valley Safe Routes to School Plan "Safe Street Demonstrations" in Fall 2022 & Spring 2023;
- Continue implementing the Education Program serving Salinas Valley, Seaside, Marina and North County;
- Continue to coordinate with stakeholders and form new partnerships especially with community-based organizations serving transportation disadvantaged populations;
- Support Safe Routes to School infrastructure projects in all cities and Monterey County;
- Apply for Active Transportation Program Cycle 6 in Spring 2022 and provide support to City/County applications;
- Apply for Caltrans Sustainable Transportation Planning grant in Fall 2022; and
- Update the Safe Routes to School Website regularly with resources and information.