



FORT ORD REUSE AUTHORITY

REGULAR MEETING

FORT ORD REUSE AUTHORITY (FORA) ADMINISTRATIVE COMMITTEE

Wednesday, August 15, 2018 at 8:30 a.m.

920 2nd Avenue, Suite A, Marina, CA 93933 (FORA Conference Room)

AGENDA

1. CALL TO ORDER/ESTABLISHMENT OF QUORUM

2. PLEDGE OF ALLEGIANCE

3. ACKNOWLEDGEMENTS, ANNOUNCEMENTS, AND CORRESPONDENCE

4. PUBLIC COMMENT PERIOD

Members of the public wishing to address the Committee on matters within its jurisdiction, but not on this agenda, may do so for up to 3 minutes and will not receive Committee action. Whenever possible, written correspondence should be submitted to the Committee in advance of the meeting, to provide adequate time for its consideration.

5. APPROVAL OF MEETING MINUTES

ACTION

a. August 1, 2018 Meeting Minutes

6. AUGUST 10, 2018 BOARD MEETING FOLLOW-UP

INFORMATION

7. BUSINESS ITEMS

INFORMATION/ACTION

a. Monterey Bay Area Feasibility Study of Bus Operations
(on State 1 Shoulders and Monterey Branch Line)

b. Building Removal Program

8. ITEMS FROM MEMBERS

INFORMATION

Receive communication from Committee members as it pertains to future agenda items.

9. ADJOURNMENT

NEXT MEETING: Wednesday, September 5, 2018 at 8:30 a.m.



FORT ORD REUSE AUTHORITY
ADMINISTRATIVE COMMITTEE SPECIAL MEETING MINUTES
8:30 a.m., Wednesday, August 1, 2018 | FORA Conference Room
920nd Avenue, Suite A, Marina, CA 93933

1. CALL TO ORDER

Co-Chair City of Seaside City Manager Craig Malin called the meeting to order at 8:31 a.m.

The following members were present:

Craig Malin* (City of Seaside)

Hans Uslar* (City of Monterey)

Dino Pick* (City of Del Rey Oaks)

Layne Long* (City of Marina)

Elizabeth Caraker (City of Monterey)

Melanie Beretti* (County of Monterey)

Vicki Nakamura (Monterey Peninsula College)

Patrick Breen (Marina Coast Water District)

Steve Matarazzo (UCMBEST)

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mr. Malin.

3. ACKNOWLEDGEMENTS, ANNOUNCEMENTS AND CORRESPONDENCE

Mr. Malin advised the Committee and public to review the revised Administrative Committee meeting calendar. The revised dates included regular meetings on October 31, November 14, December 5 and December 19 2018.

Executive Officer Michael Houlemard announced that the FORA office would be closed on Friday, August 17 for a staff retreat.

4. PUBLIC COMMENT PERIOD

Members of the public wishing to address the Administrative Committee on matters within its jurisdiction, but not on this agenda, may do so for up to 3 minutes.

There were no public comments received.

5. APPROVAL OF MEETING MINUTES

ACTION

a. July 18, 2018 Special Meeting Minutes

MOTION: On motion by Committee member Pick and second by Committee member Beretti and carried by the following vote, the Administrative Committee moved to approve the July 18, 2018 special meeting minutes.

MOTION PASSED UNANIMOUSLY

Committee member Layne Long arrived at 8:34 a.m. Committee member Uslar arrived at 8:36 a.m.

6. AUGUST 10, 2018 DRAFT BOARD MEETING AGENDA REVIEW

INFORMATION

Mr. Houlemard provided an overview of the items on the draft August 10, 2018 Board meeting agenda and responded to questions and comments from the Committee and public. Assistant Executive Officer Steve Endsley provided further information on the Habitat Conservation Plan (HCP) Update item. Mr. Houlemard reviewed the options that would be reviewed in the Board discussion on the HCP item. The Committee discussed suggested changes to the agenda which included but were not limited to moving the Transition Planning Process Update to the last business item; making the Administrative Committees recommendations regarding the building removal programs clear to the Board, in regards to

the outreach that is planned for each jurisdiction; and adding a fourth option to the HCP options with a consensus from the Committee to host a HCP workshop to further discuss and explore the topic.

7. BUSINESS ITEMS

INFORMATION/ACTION

a. Building Removal Program

Principal Planner Jonathan Brinkmann provided a presentation on the Building Removal Program and responded to questions and comments from the Committee and public. The presentation reviewed the remaining buildings, financing plan, cost/benefit analysis, policy/decision maker's recommendation.

Based on the discussion, it was recommended that the Administrative Committee recommend that the Board authorize the Executive Officer to solicit and execute service contracts for a Financial Advisor and Bond Counsel to explore the feasibility of bonding FORA property tax to complete remaining base-wide building removal, not to exceed \$75,000.

b. Consistency Determination: Marina Municipal Airport Master Plan Update

Mr. Houlemard introduced the item and advised the Committee that the Planners Working Group met and made a recommendation that found the Marina Municipal Airport Master Plan update as consistent with the Base Reuse Plan. Marina Municipal Airport Manager Jeff Crechriou provided a presentation to the Committee that reviewed the process in developing the Master Plan and the results. Marina Planning Services Manager, Christy Hopper was also available to answer any questions on the planning and CEQA process.

Questions and comments were received from the Committee and public.

MOTION: On motion by Committee member Pick and second by Committee member Beretti and carried by the following vote, the Administrative Committee moved that the Marina Municipal Airport Master Plan as consistent with the Base Reuse Plan.

MOTION PASSED UNANIMOUSLY

c. Consistency Determination: City of Seaside Zoning Code

Mr. Malin provided some background information regarding the City of Seaside Zoning Code consistency determination. Mr. Brinkmann provided a brief synopsis of the consistency determination analysis.

Questions and comments were received from the Committee and public.

MOTION: On motion by Committee member Uslar and second by Committee member Pick and carried by the following vote, the Administrative Committee moved that the City of Seaside Zoning Code was consistent with the Base Reuse Plan.

MOTION PASSED **ABSTAIN:** Malin

8. ITEMS FROM MEMBERS

There were no items from members.

9. ADJOURNMENT at 9:55 a.m.

Minutes Prepared By:
Dominique Jones
Deputy Clerk

Memorandum

August 15, 2018

To: FORA Administrative Committee

From: Lisa Rheinheimer
Monterey-Salinas Transit
Director of Planning and Marketing

Subject: Monterey Bay Area Feasibility Study of Bus Operations on State Route 1
Shoulders and Monterey Branch Line

RECOMMENDATION:

Receive presentation on Monterey Bay Area Feasibility Study of Bus Operations on State Route 1 Shoulders and Monterey Branch Line.

FISCAL IMPACT:

The Study was supported by the financial contributions of AMBAG, TAMC, MST, and Santa Cruz METRO.

DISCUSSION:

This discussion section is divided into several subject areas including History and Project Overview, Key Findings of the Feasibility Study, and Next Steps.

History and Project Overview: Highway 1, in both Monterey and Santa Cruz Counties, is heavily congested during the morning and afternoon peak periods. During congested times, travel speeds are diminished, significant delay results, and long queues form behind breakdown points. The conventional solution to heavy freeway congestion is to add capacity by widening the congested segment. Highway widening is a considerable challenge for Highway 1 due to environmental and cost reasons.

Bus operations along the congested portions of Highway 1 pose a significant challenge for MST and Santa Cruz METRO to keep public transit competitive with the single occupant vehicle in the same traffic conditions. In order to address this problem, transit agencies in other states and California and in collaboration with their Department of Transportation partners, have implemented bus-on-shoulder operations during peak congestion. The purpose of operating buses on highway shoulders is to keep buses moving and to provide a competitive advantage to the bus passenger over driving their own vehicle.

In order to help solve the congestion problem, reduce greenhouse gas emissions, and to increase ridership, public transit must offer an advantage over driving alone especially along corridors with heavy traffic. Providing better travel time reliability to the passenger helps solve these problems.

Several years ago, MST approached Caltrans about the possibility of studying bus operations on Highway 1 shoulders. The result of that consultation was that the region needed state legislation to authorize MST and Santa Cruz METRO to study and implement bus operations on state highway shoulders. AB 946 (Assembly Member Mark Stone) was passed and chaptered in 2013 allowing Monterey and Santa Cruz Counties the ability to move forward with a feasibility study.

After two failed attempts to convince Caltrans to award MST and Santa Cruz METRO grant funds to complete the feasibility study, the Association of Monterey Bay Area Governments and the Transportation Agency for Monterey County awarded the majority of the funding necessary to move forward.

In October 2016, MST hired CDM Smith to conduct a Feasibility Study to evaluate the possibility of operating buses on highway shoulders in Monterey and Santa Cruz counties. The Study would also review the option of operating buses along the Monterey Branch Line.

Key Findings of Draft Feasibility Study: The Feasibility Study included data collection, literature review, traffic analysis, transit route performance analysis, concept feasibility, cost-benefit assessment, and project implementation/next phase.

During the review and study period, the project team sought stakeholder participation from local jurisdictions, Caltrans, California Highway Patrol, Association of Monterey Bay Area Governments, and the Transportation Agency for Monterey County.

Some of the key findings of the Feasibility Study for Monterey are described here:

1. Highway 1 traffic congestion hot spots:
 - 7:15 a.m. - 9:15 a.m. Del Monte/Reservation in Marina to Del Monte in Monterey
 - 3:30 p.m. - 6:30 p.m. Carpenter in Carmel to Fremont/California in Seaside/Sand City
2. Traffic congestion delays MST bus travel time and degrades reliability
 - a. Bus travel time between Marina and Seaside/Sand City should only take 9 minutes
 - b. Actual bus travel time ranges from 11-30 minutes in the morning and from 12-27 minutes in the evening

3. Traffic congestion will worsen with the ongoing redevelopment of the former Fort Ord and surrounding areas
4. Highway 1 shoulders lack the width and structural section to support bus-on-shoulder operations without significant construction
5. A busway on the Monterey Branch Line shows promise in terms of transit performance
 - a. Segment between Marina and Seaside/Sand City could be a good initial busway project – yielding the greatest time savings benefits as well as acceptable cost-to-benefit ratio



Photo Simulation of Bus on Monterey Branch Line

Project cost estimates were developed for the different options along the project corridor. The most promising option is along the Monterey branch line with a cost of \$33.4 million.

Funding for the Monterey project is identified in TAMC's Measure X sales tax (\$15 million) and as a part of the Highway 1 – Del Monte-Fremont-Monterey Branch Line Project identified in the Fort Ord Reuse Authority's Capital Improvement Program

(\$14.56 million). Additional funds may be acquired in the future from California's SB 1, depending on the outcome of the repeal effort.

A full copy of the Feasibility Study can be provided upon request either in hard copy or electronic format. The full Feasibility Study can be found on MST's website: <https://mst.org/wp-content/media/Final-Bus-on-Shoulder-Branch-Line-Feasibility-Report-062718.pdf>

Next Steps: MST has programmed its share of SB 1 gas tax funding under the Local Partnership Program for FY 2018/19 to begin environmental and preliminary design.