

2018 Transportation Excellence Awards Nominations

Special Individual Award Recognition:

Nominee: State Senator Anthony Cannella

Nominator: Debbie Hale, Executive Director, TAMC

Description: During his eight years in the California State Senate, Senator Cannella was a leader on transportation issues. As a Civil Engineer and a former member of the Stanislaus Council of Governments, he had a special interest in transportation. He served on the Senate Transportation Commission and carried legislation for TAMC to extend the ability for public-private financing of transportation issues.

But Senator Cannella's most significant contribution to transportation was his landmark vote in favor of Senate Bill 1 (2017). By levying new vehicle license fees, and not only raising but indexing the gas tax for inflation, SB 1 assured that transportation would finally have a stable funding source over the long-term. Senator Cannella was the only Republican in the Assembly or State to vote in favor of this legislation, and in doing so, he suffered extensive criticism from his party and many of his constituents.

Individual Award:

Nominee: Jennifer Cline

Nominator: Cristy Sugabo, Monterey-Salinas Transit

Description: Jennifer Cline is one of the volunteers for Monterey-Salinas Transit. Under the MST Navigator Program, she has been volunteering for the last five (5) years. She regularly rides the MST bus system and provides assistance to other riders as needed. During her volunteer work hours, she answers questions about MST bus lines, provides directions, or informs those who appear to be struggling to board or getting off the bus. Jennifer is also trained in MST's travel training program to help individuals with limited experience and encourage them to ride the bus safely and independently. She has also worked alongside MST staff at community centers and outreach events to promote riding the MST bus system and to provide information on MST's Mobility programs.

Nominee: Chris Lopez.

Nominator: Jayne Smith, SOS US 101 Traffic Safety Alliance

Description: Chris Lopez began meeting with constituents in 2017 to address traffic safety concerns along US 101 south of Salinas. He has met consistently with the group, attended local and state meetings to champion the group's mission to improve safety along this stretch of the highway. His guidance and direction as well as advocacy for the Alliance's efforts and his willingness to collaborate across government, local agencies, residents and business owners underscore this nomination submitted by the SOS US 101 Traffic Safety Alliance.

Nominee: Monterey County "No on Prop. 6" Leaders

Nominator: Debbie Hale, Executive Director, TAMC

Description: Each of the members of the Monterey County "No on Prop. 6" Leaders group and the organizations they represent reached beyond their own organization and took an active role in Monterey County to educate others about the negative impacts of Proposition 6. Proposition 6 would have resulted in an annual loss to our region over \$30 million dollars per year-money that can now be used to match local Measure X and other monies to deliver transportation safety and congestion relief projects of local, regional and state significance.

Due to their efforts, and the efforts of similar organizations and volunteers throughout the state, these individuals and their organizations succeeded in defeating Proposition 6. Their activities were of critical

importance to the future of transportation funding, particularly because, as a public entity, TAMC is not able to advocate for or against a ballot measure.

Program:

Nominee: MST Taxi Voucher Program

Nominator: Cristy Sugabo, Monterey-Salinas Transit

Description: MST offers a taxi voucher program to assist seniors, persons with disabilities, and veterans in accessing vital destinations within their communities. Eligible seniors, persons with disabilities, or veterans can receive taxi vouchers to pay for their taxi cab trips. There is a \$3.00 co-pay when paying with the MST voucher for each one-way trip and the trip is not to exceed a \$17.00 taxi meter reading. MST partnered with organizations who represent seniors, persons with disabilities, and veterans to distribute the taxi vouchers to individuals the organizations serve. To date, the program has a total of 3,781 enrolled participants of which 1,092 are persons with disabilities, 2,508 are seniors, and 181 are veterans. The program is funded by Measure Q, a 15-year countywide 1/8-cent sales tax measure for public transit to serve veterans, seniors and persons with disabilities.

Projects:

Nominee: Alta Street Rehabilitation Project

Nominator: Harold Wolgamott, City of Gonzales

Description: The \$5 million-dollar Alta Street Rehabilitation Project was the most significant capital improvement project in over 25-years for the City of Gonzales. The growth of the City's Industrial Business Park over the last ten years resulted in a significant increase in truck traffic on Alta Street-the main access to US 101 for long haul truck transporting packaged produce from the fields of the Salinas Valley. Trucks going to and from the City's Industrial Business Park significantly deteriorated the pavement condition along Alta Street resulting in the need to rehabilitate the thoroughfare.

Construction involved the full pavement rehabilitation along the 10,000-foot length of Alta Street, which is the main north and south thoroughfare through Gonzales. Features of the project included use of the cost-effective and green approach of full depth reclamation to reuse the existing pavement and base rock material and results in a stronger roadway section compared to conventional "remove and replace" approach.

Nominee: Castroville Bike/Ped Path & RR Crossing

Nominator: Neville Pereira, County of Monterey

Description: The Castroville Bicycle Pedestrian Path and Railroad Crossing project constructed a 0.74-mile path from McDougall Street to Castroville Boulevard, that included constructing a 1,170-foot bridge over the Union Pacific Railroad tracks. This \$10.6 million project was designed to create safe and healthy routes for students to walk or ride bikes to and from school. Prior to the construction of the project, students who walk or bicycle from Castroville would often go up and over an active railroad tracks, along a farm field, and then cross over a busy section of Castroville Boulevard to reach the existing bicycle/pedestrian path along Castroville Boulevard to get to their school.

The bridge now provides students a much safer route to school and connect downtown Castroville to Elkhorn Elementary School and North Monterey County High School. It also links various portions of the existing multi-modal transportation infrastructure improving access for all bicyclists and pedestrians from the Monterey Peninsula, Salinas to Watsonville, to Santa Cruz County.

Nominee: Ciclovía Gonzales

Nominator: Carmen Gil, Monterey County Health Department

Description: Ciclovía Gonzales is a free community event that focuses on creating healthy communities through the building of partnerships among city residents, school districts, nonprofit agencies and the broader community. This year, the Monterey County Health Department worked together with the City of Gonzales and Building Healthy Communities to put together the first Ciclovía event in south Monterey County.

As a family event that closes the streets to motor vehicle traffic, Ciclovía Gonzales offers the community a space to enjoy biking, walking, and free activities in a safe environment. This year, over 100 volunteers of all ages donated their time to plan and implement this event. In addition, over 35 agencies from all over Monterey county were present at the event offering their services and information to participants. Over 900 community members from throughout the County attended the very first Ciclovía event in South County.

Nominee: Fremont/El Sausal Safe Routes to School

Nominator: James Serrano, City of Salinas

Description: In collaboration with the Monterey County Health Department and TAMC, the Fremont/El Sausal Safe Route to School Project is located next to Fremont Elementary School and El Sausal Middle School. The schools front East Market Street and are less than one block apart with a combined student population of 1,803 students from kindergarten to eighth grade. The schools are in a low-income area, resulting in higher pedestrian activity, with most students either walking, biking or skating to school. The remaining students commute to school using one of the two available school bus routes, public transit, or by car.

The Safe Routes to School project implemented a road diet that reduced the number of vehicle travel lanes from 4-lanes to 2-lanes, created buffered bicycle lanes and improved the pedestrian facilities on East Market Street between Sanborn Road to Williams Road. The reduction of vehicle travel lanes slows traffic and the addition of a center left turning lane reduced conflict points between turning vehicles and other road users.

Other enhancements include high visibility crosswalks, bulb-outs, the first installation of a separated bikeway in the City of Salinas, bike boxes, and the installation of two coordinated traffic signals which allows vehicles to drive along the corridor with minimal stopping times, reducing traffic delays during peak travel times.

Nominee: Lighthouse Avenue Signal Synchronization

Nominator: Andrea Renny, City of Monterey

Description: The City of Monterey experiences significant arterial roadway congestion along the Lighthouse Avenue and Del Monte corridor. Internal combustion and diesel vehicles stuck in traffic emit considerable amounts of air pollutants and particulate matter. Adaptive Traffic Control Systems (ATCS) is technology for improving traffic conditions by better synchronizing and controlling traffic signals. Vehicle detection equipment and artificial intelligence software are used to respond accurately and immediately to real-time traffic conditions.

The City of Monterey chose the Split Cycle Offset Optimization Technique System (SCOOT) which collects traffic flow information to continually update signal timing along the corridor. The system uses green time efficiently and progresses traffic through a corridor with fewer stops. The results of this advanced signal synchronization system include reduced travel time; increases in quality of life; enhance economic and safety benefits; and less fuel consumed, generating fewer air pollutants.

Nominee: MST RealTime**Nominator:** Lisa Rheinheimer, Monterey-Salinas Transit

Description: Monterey-Salinas public transportation service extends as far south as Templeton and Big Sur and as far north as Santa Cruz and San Jose. Their service area is equivalent to 1/5 of the California coast line; and they serve 4.5 million passengers and travel 5.5 million last year.

The Agency introduced MST RealTime to the community last year in a comprehensive marketing and promotional campaign targeting their existing and future passengers. MST RealTime is a set of tools for riders to receive up-to-the-minute real-time bus arrival information. With their passengers being young, old and everything in between, the agency wanted to make sure that MST RealTime technology was accessible and understood by all. MST accomplished this by making RealTime information available by way of text messaging, phone call, smartphone app, or online maps.

Thanks in part to their comprehensive marketing and promotional campaign, the usage of RealTime by text messaging increased 157%, app users increased by 64% and 20%-30% of phone calls were transferred to RealTime automated information between August 2017 and September 2018. The Agency has also seen an increase in the social media fans and followers, as well as, an increase in ridership, due in part to RealTime.

Nominee: Mud Creek Landslide**Nominator:** Joe Erwin, Caltrans, District 5

Description: Highway 1 through Big Sur is a symbol of Caltrans' ability to design and construct infrastructure that strikes a balance with nature. This route includes a 70-mile-long ribbon of pavement which straddles a rugged coastline and is world-renowned for transporting people to a most beautiful, tranquil and serene place. Part of this natural beauty includes the dynamic landscapes, making every drive and bicycle ride a truly unique experience. Since the highway was completed in the 1930s, countless landslides and unceasing erosion have changed how the roadway traverses the coast.

In 2017, some of the most catastrophic storms in recent history severely damaged the highway and closed it for more than a year. There were numerous emergency highway closures including Paul's Slide and the Pfeiffer Canyon Bridge, which cut off critical access for those who lived, and worked on, or traveled along the highway. In January, sections of the embankment at Mud Creek failed. Rock, mud and debris continually slid down the mountainside. On May 20, 2017 50 acres of land and more than five million cubic yards of earth broke free from the mountainside. With a thunderous roar-likened to an earthquake-a new 15-acre peninsula was crated and 1,000 feet of Highway 1 was buried beneath 160 feet of earth materials.

After months of construction under challenging circumstances and trying times, the highway was reopened on July 18, 2018. Residents can now use the highway to travel again and the need for a two-hour detour to travel south of Gorda has ended. Central coast business and economic interests are being met with the facilitation movement of goods, services and people. International visitors to the Big Sur area also appreciate that the iconic highway is open again along the entire Big Sur coast.

Nominee: "Ride the 40s on Us"**Nominator:** Lisa Rheinheimer, Monterey-Salinas Transit

Description: Like many other public transit agencies across the nation, Monterey-Salinas Transit is always looking for creative and innovative ways to increase ridership. When they were informed about their formula funding amount under the newly created California Climate Investment Grants under the Cap and Trade program, they immediately thought about investing in Salinas. The program requires that the funding be spent in areas which benefit local disadvantaged communities, the largest of which is in Salinas along the East Alisal corridor.

In September 27, MST introduced “Ride the 40s on Us” to their passengers and residents in September 2017 and the campaign will continue through August 2019. “The 40s” are the Salinas based transit lines which operate on weekends and holidays. These lines were the target of the promotion. Anyone seeking a ride on one of the 40s lines boards for free. Additionally, complementary ADA paratransit is free on weekends and holidays in Salinas. Through a California Climate Investment Grant, residents of this disadvantaged area now have access to public transportation on the weekends for shopping, work, and healthcare. Although the target audience was initially defined by MST’s funding source, the residents of the entire area of Salinas benefit from this promotional effort.

With a limited budget and a lot of public outreach in the community, MST increased ridership on the weekends and holidays on Salinas lines by 80%. The ridership increase was so significant that it increased MST’s overall systemwide ridership by 2.3%, bucking the national downward trend in bus ridership.

Nominee: West Broadway Urban Village Infrastructure Improvements Project

Nominator: Leslie Llantero, City of Seaside

Description: The West Broadway Urban Village Infrastructure Improvements Project was designed to increase bicycle and pedestrian safety and to promote multi-modal forms of transportation while revitalizing downtown Seaside, enhancing the accessibility of business patrons and creating a visually engaging environment around the commercial hub of the city.

The project improvements in June 2018 include a corridor “road diet” that reduced the width of the roadway from a four-lane roadway to two vehicle travel-lanes, bike lanes, pedestrian sidewalks, and streetscape improvements. This project is a good example of implementing “Complete Street” road features to benefit a wide range of people and interests. This investment in the public facilities will serve as a catalyst to draw private investment into the West Broadway Urban Village area, which will promote economic growth and the creation of an urban core/downtown in Seaside.