

# TECHNICAL ADVISORY COMMITTEE MINUTES

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

### DAFT Minutes of Thursday, February 7, 2019

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

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

## OTHERS PRESENT:

None

## 1. ROLL CALL

Chair Brian McMinn, City of Marina, called the meeting to order at 9:32 am. Introductions were made and a quorum was established.

### 1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

## 2. PUBLIC COMMENTS

None

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## 3. BEGINNING OF CONSENT AGENDA

*Motion to approve the Consent Agenda, with change to Item 3.1 to note that Andrew Easterling, City of Salinas, and not James Serrano, was elected as Vice-Chair.*

**Hurtado/Easterling/unanimous**

**3.1 APPROVE** the minutes of the Technical Advisory Committee meeting of November 1, 2018.

## END OF CONSENT AGENDA

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#### **4. ELECTRIC VEHICLE BUILDING CODE BEST PRACTICES**

The Committee received a presentation from Ed Pike, Energy Solutions, on electric vehicle infrastructure building code best practices.

He presented that California's statewide building code, known as Title 24, includes the California Green Building Standards Code (Part 11 of Title 24), commonly referred to as CALGreen. The CALGreen code was originally a voluntary set of provisions that local jurisdictions could choose to adopt. In January 2011, chapters four (residential) and five (nonresidential) became mandatory for the entire state. The CALGreen code also includes appendices of voluntary measures that local jurisdictions may adopt for enhanced CALGreen "Tier I" or "Tier II" compliance, which includes complying with electric vehicle charging requirements.

Founded in 1995, Energy Solutions is a professional and engineering services firm whose mission is to create large-scale environmental impacts by providing market-based, cost-effective energy, carbon, and water management solutions to our utility, government and commercial customers. Energy Solutions is funded by the Monterey Bay Air Resources District (via the California Energy Commission) to provide no-cost assistance to local jurisdictions in adopting electric vehicle building codes. This includes technical knowledge, cost-effectiveness reports, outreach, and education.

#### **5. 2045 METROPOLITAN TRANSPORTATION PLAN - SUSTAINABLE COMMUNITIES STRATEGY UPDATE**

The Committee received a presentation from Sean Vienna, Association of Monterey Bay Area Governments, on the 2045 Metropolitan Transportation Plan / Sustainable Community Strategies Draft Work Program and Timeline.

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

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

#### **6. REGIONAL BICYCLE & PEDESTRIAN WAYFINDING PROGRAM**

The Committee received a presentation from Stefania Castillo, Transportation Planner, on the Regional Bicycle and Pedestrian Wayfinding Program.

Ms. Castillo presented that the TAMC Board approved the Regional Bicycle and Pedestrian Wayfinding Plan on May 25, 2016. The Plan includes wayfinding sign design guidelines, identification and branding of regional bicycle and pedestrian routes, and provides a phased implementation strategy.

The Plan was developed in coordination with a Wayfinding Plan Advisory Committee composed of project stakeholders including representatives from the Bicycle and Pedestrian Committee, the County of Monterey, local cities, the Monterey County Health Department, Building Healthy Communities, Fort Ord Reuse Authority, the Velo Club, Green Pedal Couriers, Fort Ord Recreation Trails Friends, Pebble Beach Company, and Monterey-Salinas Transit.

To begin implementation, TAMC staff will coordinate with the underlying jurisdictions on the following:

- Provide jurisdictions' sign placement guidelines (if any)
- Provide encroachment permit requirements and approval process (confirm no fee permit)
- Review route and sign locations (TAMC to prepare installation plans)
- Provide comments on the draft memorandum of understanding (maintenance)
- Installation (jurisdiction or TAMC)

Staff is requesting Committee members representing jurisdictions served in the program to assign a point of contact for the items listed above.

## **7. CALTRANS CORRIDOR PLANNING GUIDEBOOK**

The Committee received a presentation from Kelly McClendon, Caltrans District 5, on the Caltrans Corridor Planning Guidebook.

Mr. McClendon presented that To facilitate development of corridor plans where Caltrans is partnering with local agencies, Caltrans has released a draft Corridor Planning Guidebook, which is intended to provide direction to Caltrans Districts on how to engage with internal and external partners in the corridor planning process. As part of this process, Caltrans expects the following elements to be considered within a Corridor Plan, no matter the lead or sponsoring agency:

- Clear demonstration of State, regional, and local collaboration.
- Short, medium, and long-term planning horizon.
- Specific corridor objectives.
- Multimodal considerations for and approaches to address transportation system issues.
- Identification and evaluation of performance measures for recommended projects and strategies.
- Recommendations and prioritization of multimodal improvements that feed into transportation funding programs and regional transportation planning.

- Consistency with the principles of the California Transportation Plan and including the Caltrans' Smart Mobility Framework, California's Climate Change Scoping Plan, and climate adaption plans.
- Consistency with the goals and objectives of the regional transportation plan including the forecasted development pattern identified in the Sustainable Communities Strategy and, when applicable, areas identified as high-priority for growth.
- Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans, freight and goods movement plans, and policies.

The Transportation Agency will be using this Guidebook as a reference in the development of the US 101 South of Salinas Corridor Plan. Caltrans is seeking comments from all interested parties on the draft guidebook.

## **8. DOCKLESS BIKE/SCOOTER SHARED MOBILITY PROGRAM**

The Committee received a presentation from Stefania Castillo, Transportation Planner, on the Dockless Bike/Scooter Shared Mobility Program Recommended Policies and Sample Ordinance.

Ms. Castillo presented that dockless, shared, electric kick-scooters started popping up on U.S. city streets without warning in 2017. These battery-powered devices are motorized versions of kick-scooters. They have a long, narrow platform where riders stand, two small in-line wheels at the front and back, and a vertical pole at the front with handlebars, a throttle, and brake controls. The "shared" versions of these devices are owned by for-profit companies offering the scooters for short-term rental, and "dockless" refers to company policy that riders may leave the device at any destination rather than requiring that the scooters be physically returned to a fixed set of docking stations.

Local governments across the country have learned that dockless bike/scooter share provides a significant opportunity for:

- Complementing transit service overcoming first/last mile transit connections;
- Replacing short vehicle trips with a clean emissions transportation option;
- Using a low-stress technology to introduce a new audience of residents to active transportation options; and
- Encourage city leaders to invest in bicycle/scooter infrastructure to support growing demand for bicycle/scooter mobility.

Along with the vast potential of dockless bike/scooter share, local governments have identified key challenges, namely:

- Ensuring equitable access to shared mobility technologies across all neighborhoods;
- Encouraging appropriate rider behavior;
- Maintaining an orderly system and keeping pedestrian pathways clear; and

- A lack of connected bicycle/scooter infrastructure, forcing many users to ride on sidewalks.

Based on recent pilot programs, case studies, and surveys, three key practice areas emerged illuminating how cities are putting policy into action and setting themselves up for successful management of dockless shared mobility programs:

- Enforcement of vendor operation
- Caps in vehicle numbers and number of vendors
- Data sharing that is standardized and in real-time

The Transportation Agency has prepared a sample ordinance for jurisdictions to use to accommodate dockless bike/scooter share programs.

**9. ANNOUNCEMENTS**

None.

**10. ADJOURN**

The meeting was adjourned at 10:30 am.