



## TECHNICAL ADVISORY COMMITTEE

Thursday, February 7, 2019  
9:30 AM

Transportation Agency for Monterey County Conference Room  
55-B Plaza Circle, Salinas  
Transportation Agency Conference Room  
AGENDA

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. 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. Please recycle this agenda.

### 1. ROLL CALL

*Call to order and self-introductions. According to Transportation Agency and Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee. If you are unable to attend, please contact the Committee coordinator. Your courtesy to the other 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. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

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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** the draft Technical Advisory Committee Minutes for November 1, 2018.

- Zeller

### END OF CONSENT AGENDA

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4. **RECEIVE** presentation on electric vehicle infrastructure building code best practices.

- Cassidee Kido (Energy Solutions)

*California has adopted Green Building Codes (“CALGreen” or Title 24, Part 11), which includes Electric Vehicle infrastructure. Local cities may adopt their own local Green Building Code requirements, and 28 California cities and counties have moved ahead of CALGreen on electric vehicle infrastructure codes. Energy Solutions will provide a presentation on electric vehicle infrastructure building code best practices and opportunities.*

5. **RECEIVE** presentation on the 2045 Metropolitan Transportation Plan / Sustainable Community Strategies Draft Work Program and Timeline.

- Sean Vienna (AMBAG)

*AMBAG staff will provide an overview of the draft work program and timeline for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. The work program and timeline include the development of the Regional Growth Forecast and Regional Housing Needs Assessment allocation. Committee members are asked to discuss the draft work program and provide comments.*

6. Regional Bicycle and Pedestrian Wayfinding Program:

1. **RECEIVE** presentation on the Regional Bicycle and Pedestrian Wayfinding Program; and
2. **REQUEST** Committee members representing jurisdictions served in the program to assign a point of contact.

- Castillo

*The Regional Wayfinding Program will install directional wayfinding, distance and confirmation signs to promote the use of safe routes by bicyclists and pedestrians. In addition to signing existing paved paths and bicycle lanes, the project will add newly-identified Class III bike routes.*

7. **RECEIVE** presentation on the Caltrans Corridor Planning Guidebook.

- Kelly McClendon (Caltrans)

*Caltrans' Corridor Planning Guidebook is intended to provide direction to Caltrans Districts on how to engage with internal and external partners in the corridor planning process and developing corridor plans.*

8. Dockless Bike/Scooter Shared Mobility Program Recommended Policies and Sample Ordinance

1. **RECEIVE** presentation on Dockless Bike/Scooter Shared Mobility Program Recommended Policies and Sample Ordinance; and
2. **PROVIDE** input on the draft documents.

- Castillo

*Dockless bike and/or scooter share is a type of shared mobility that makes bicycles, electric bicycles, and/or electric scooters available for rent on a short-term basis within a defined service area. A number of communities are embracing this new technology as part of the transportation network, but many are also learning that it can become burdensome if unprepared for their arrival. The Dockless Bike/Scooter Shared Mobility Program Recommended Policies outlines key policies based on recent pilot programs and case studies.*

9. **ANNOUNCEMENTS**

10. **ADJOURN**

**Next Committee meeting will be on  
Thursday, March 7, 2019 at 9:30 a.m.  
TAMC Conference Room  
55-B Plaza Circle, Salinas**

**REMINDER:** If you have any items for the next Committee Agenda, please submit them to: Transportation Agency for Monterey County; Attn: Hank Myers; 55-B Plaza Circle, Salinas, CA 93901, **email:** [rich@tamcmonterey.org](mailto:rich@tamcmonterey.org)

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member 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.

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 inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County  
55-B Plaza Circle, Salinas, CA 93901-2902  
Monday thru Friday 8:00 a.m. - 5:00 p.m.  
TEL: 831-775-0903  
FAX: 831-775-0897**

*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 at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, 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, and REPORTS - No items this month**



***Memorandum***

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** February 7, 2019  
**Subject:** **Draft Technical Advisory Committee Minutes - November 1, 2018**

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**RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for November 1, 2018.

**ATTACHMENTS:**

- Draft TAC Minutes - November 1, 2018

## TECHNICAL ADVISORY COMMITTEE MINUTES

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

### FINAL Minutes of Thursday, November 1, 2018

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

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

**OTHERS PRESENT:**

**Mike McCray, Sand City**  
**Victor Gutierrez, Salinas**  
**Andrew Easterling, Salinas**

**1. ROLL CALL**

Chair Patrick Dobbins, City of Gonzales, called the meeting to order at 9:30 am. Introductions were made and a quorum was established.

**1.1 ADDITIONS OR CORRECTIONS TO AGENDA**

None.

**2. PUBLIC COMMENTS**

Jayne Smith presented an overview of the South of Salinas (S.O.S.) Traffic Safety Alliance. The Committee commented that they would like to have an agenda item at a future meeting on this topic and the Measure X US 101 project.

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**3. BEGINNING OF CONSENT AGENDA**

*Motion to approve the Consent Agenda, with change to Item 3.3 to move the date of the January 2019 Technical Advisory Committee meeting to January 10, 2019.*

M/S/C McMinn / Rheinheimer / unanimous

**3.1 APPROVE** the minutes of the Technical Advisory Committee meeting of October 4, 2018.

**3.2 RECEIVE** the call for nominations for the 18<sup>th</sup> annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

### **3.3 RECEIVE** schedule of 2019 Technical Advisory Committee meetings.

## **END OF CONSENT AGENDA**

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#### **4. COORDINATION WITH SPECIAL EVENTS TO MINIMIZE CONSTRUCTION CONFLICTS**

The Committee received a presentation from Rich Deal, Principal Engineer, on efforts to coordinate with special events to minimize construction conflicts. He presented that multiple regional and local projects are expected to begin construction in the next two years. This list of major special event dates and corresponding set-up dates for all agencies will aid in scheduling construction detours, ramp closures, arterial street closures, and night/weekend work requirements to avoid construction conflicts and make these events successful. Each agency is requested to review the list and provide updates. The final list will be distributed to Caltrans as well as to local agencies as a tool to develop traffic control special provisions in major project specifications. The committee suggested including the annual AIDS Ride and the AMGEN Tour on the list. Additional comments are due to Mr. Deal the week of November 5, 2018.

#### **5. 2019 LEGISLATIVE PROGRAM**

The Committee received a presentation from Rich Deal, Principal Engineer, on the Transportation Agency's 2019 Legislative Program. Mr. Deal presented that the draft 2019 legislative program continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2019 legislative session.

Lisa Rheinheimer, Monterey-Salinas Transit, asked how the program would be changed if Prop 6 passes. Todd Muck, Deputy Director, answered that the program would stay the same. Ms. Rheinheimer then asked if Carl Sedoryk or Hunter Harvard, Monterey-Salina Transit, had worked with Christina Watson, Principal Transportation Planner, on the Legislative Program. Mr. Muck answered that Christina worked with Hunter to coordinate.

#### **6. 2019 TECHNICAL ADVISORY COMMITTEE CHAIR AND VICE-CHAIR**

The Committee received a presentation from Rich Deal, Principal Engineer, on the selection process for the 2019 Chair and Vice-Chair to serve the Technical Advisory Committee. The Committee bylaws state that the chairmanship is changed during the first quarter of every year. The new Chair and Vice-Chair will serve for the 2019 calendar year.

The current Chair is Patrick Dobbins from the City of Gonzales, and the current Vice-Chair is Brian McMinn from the City of Marina. The Committee recognized and thanked them for their service.



***Motion to appoint Brian McMinn as the 2019 Technical Advisory Committee Chair, and James Serrano, City of Salinas, as the 2019 Technical Advisory Committee Vice-Chair.***

M/S/C Saavedra / Rheinheimer / unanimous

**7. ANNOUNCEMENTS**

Rich Deal, Principal Engineer, announced that TAMC will offer Street Smart training at the City of Monterey and it will be either the second or third week in January. King City requested that it not be on a Tuesday.

Brian McMinn, City of Marina, shared that the city is finishing up its pavement work for the year. The program is funded with Measure X, SB1, and Marina general funds.

James Serrano, City of Salinas, shared that the city has a number of projects coming in 2019, including the W. Alisal project, which is a portion of the Marina-Salinas Multimodal Pan.

Patrick Dobbins, City of Gonzales, announced two items for the APWA: the upcoming dinner on November 14th and the annual awards nominations, which are due in early December.

Fernanda Rivera, City of Monterey, and Rich Deal reminded the TAC about the Institute of Transportation Engineers conference coming to Monterey next year. The dates are June 19th-26th.

**8. ADJOURN**

The meeting was adjourned at 10:15 am.



## *Memorandum*

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** February 7, 2019  
**Subject:** **Electric Vehicle Building Code Best Practices**

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### **RECOMMENDED ACTION:**

**RECEIVE** presentation on electric vehicle infrastructure building code best practices.

### **SUMMARY:**

California has adopted Green Building Codes (“CALGreen” or Title 24, Part 11), which includes Electric Vehicle infrastructure. Local cities may adopt their own local Green Building Code requirements, and 28 California cities and counties have moved ahead of CALGreen on electric vehicle infrastructure codes. Energy Solutions will provide a presentation on electric vehicle infrastructure building code best practices and opportunities.

### **FINANCIAL IMPACT:**

No direct financial impact. Jurisdictions with building codes that support electric vehicle infrastructure will have better opportunities to apply for grants, such as the Monterey Bay Community Power Electric Vehicle grants.

### **DISCUSSION:**

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.

Energy Solutions will provide a presentation to the Technical Advisory Committee covering the following topics:

- Why electric vehicle infrastructure building codes are important, especially with electric vehicle sales reaching 10% of all California vehicle sales in the third quarter of 2018;
- How local government can adopt electric vehicle infrastructure building codes; and
- Which local governments have successfully adopted local electric vehicle-supportive building codes.



## *Memorandum*

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** February 7, 2019  
**Subject:** **2045 Metropolitan Transportation Plan - Sustainable Communities Strategy Update**

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### **RECOMMENDED ACTION:**

**RECEIVE** presentation on the 2045 Metropolitan Transportation Plan / Sustainable Community Strategies Draft Work Program and Timeline.

### **SUMMARY:**

AMBAG staff will provide an overview of the draft work program and timeline for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy. The work program and timeline include the development of the Regional Growth Forecast and Regional Housing Needs Assessment allocation. Committee members are asked to discuss the draft work program and provide comments.

### **FINANCIAL IMPACT:**

There is no direct financial impact to the Agency. The 2018 Regional Transportation Plan's financial estimate identified a total of approximately \$4.9 billion in projected funding for transportation projects in Monterey County through the 2040 horizon year of the plan.

### **DISCUSSION:**

The Transportation Agency prepares a Regional Transportation Plan every four years, which provides a basis for actions to allocate state and federal funding to transportation projects in Monterey County. The Agency prepares its plan in coordination with the Association of Monterey Bay Area Governments, which prepares a Metropolitan Transportation Plan and Sustainable Communities Strategy for the three-county Monterey Bay Area in its role as the federal Metropolitan Planning Organization for this region. These plans outline the Agency's priorities for meeting future transportation and mobility needs, consistent with the policy goals and objectives adopted by the Board, as well as within the constraints of a transportation revenue forecast over the 20-year planning horizon of the documents. In addition, the Sustainable Communities Strategy integrates land use and

transportation strategies that will achieve California Air Resources Board emissions reduction targets.

The Regional Transportation Plan includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be funded within the capacity of the funding forecast, which meet the goals and objectives identified in the document. The Regional Transportation Plan does not approve any particular project, but does review the environmental impacts of all proposed projects on a "program level."

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.

The Work Program and Timeline are included as Attachments 1 and 2, respectively. A number of key inputs and components that will shape the development of a 2045 Plan are highlighted below.

#### 2022 Regional Growth Forecast

The Regional Growth Forecast projects the region's population, housing and employment out to a specified horizon year (in this case, 2045). Work will begin to update the 2018 Regional Growth Forecast, which will be used in the preparation of the 2045 Plan. The expected completion of the draft 2022 Regional Growth Forecast is summer/early fall 2020.

#### Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The Assessment quantifies the need for housing within each jurisdiction during specified planning periods. AMBAG expects to receive a total Regional Housing Needs Assessment allocation for Monterey County from the California Department of Housing & Community Development in spring/summer 2021 for the 2023-2031 period. The local jurisdictions must update their housing elements to accommodate the new allocations by December 2023.

#### Policy Area/Technical Updates

The 2045 Plan will evaluate the growing connections between land use and transportation policy, as well as the State's new emphasis on housing. Data will be updated and policy strategies will be evaluated across several categories within the 2045 Plan, including:

- Land Use

- Regional Growth and Urban Form
- Healthy Environment
- Affordable Housing
- Social Equity and Environmental Justice
- Economic Strategies

### Public Involvement Plan

The Transportation Agency and AMBAG will prepare a public involvement plan to detail the various strategies for obtaining input on the development of the various documents. The public involvement strategies will include series of workshops, visualizations, and other means. The Board of Directors will be asked to adopt the Public Involvement Plan later in 2019.

### Environmental Impact Report

AMBAG will prepare a programmatic Environmental Impact Report for the combined Regional Transportation Plan / Metropolitan Transportation Plan / Sustainable Communities Strategy. It is expected that the Notice of Preparation will be released in early 2020. New developments from recent court cases may increase the required environmental analysis.

### Proposed Roles and Responsibilities

A number of committees and working groups will provide oversight and input into the development of all of the documents. In particular, the Transportation Agency will work with the local jurisdictions to update their project lists, which are incorporated into the Regional Transportation Plan.

Sean Vienna from the Association of Monterey Bay Area Governments will provide a presentation to the Technical Advisory Committee at the February 2019 meeting on this proposed work plan and timeline for the 2045 Metropolitan Transportation Plan / Sustainable Communities Strategy.

### ATTACHMENTS:

- ▢ Work Program
- ▢ Timeline of Activities

## 2045 METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY AND REGIONAL HOUSING NEEDS ALLOCATION WORK PROGRAM

1. *Develop 2045 MTP/SCS Work Program*
  - Review work program with working groups, committees and Board of Directors
2. *Public Outreach and Involvement*
  - Establish outreach and education plan for the 2045 MTP/SCS
  - Set up 2045 MTP/SCS Project Web site and maintain throughout MTP/SCS development and adoption
  - Develop Public Involvement Plan (PIP) that meets federal transportation bill requirements and SB 375
  - Schedule events and develop outreach products
  - Conduct subregional workshops (4) on Draft 2045 MTP/SCS
  - Conduct public hearings (5) on Draft 2045 MTP/SCS
  - Analyze ongoing feedback and respond to comments received online, phone, e-mail, etc.
3. *Update 2045 MTP/SCS Vision, Goals, and Policy Objectives*
  - Review existing MTP/SCS and other relevant documents
  - Monitor and incorporate new transportation act/bill provisions and other legislation (as needed)
  - Incorporate 2017 California Transportation Commission RTP Guidelines (as needed)
4. *Prepare 2045 Regional Growth Forecast Update*
  - Determine overall approach for growth forecast
  - Collect land use inputs including general plan, zoning and permitted projects , consultation with local jurisdictions
  - Update regionwide growth projections (population, housing, jobs, and other economic and demographic variables)
  - Generate updated subregional Growth Forecast (population, housing, jobs, land use)
  - Review results with local jurisdictions and other land use authorities
  - Finalize 2045 Regional Growth Forecast
5. *Prepare Regional Housing Needs Allocation*
  - HCD issues RHNA determination to AMBAG for Monterey and Santa Cruz Counties
  - Collect necessary RHNA data from local jurisdictions including jurisdiction survey
  - Develop RHNA allocation draft methodologies and adopt preferred methodology
  - Prepare Draft RHNA Plan

- Release Draft RHNA for public review period
  - Adopt Final RHNA Plan
6. *Incorporate Strategies, Policies, and Recommendations from Regional/Corridor/Subregional Studies into Development of the MTP/SCS*
- Studies include the Unified Corridor Investment Strategy, Highway 9 – San Lorenzo Valley Corridor Transportation Plan, Pajaro to Prunedale Corridor Study, Canyon Del Rey Boulevard (State Route 218) Corridor Study, Central Coast Highway 1 Climate Resiliency Study, Monterey County Regional Conservation Investment Plan, Monterey Bay Area Rail Network Integration Study, Coordinated Plan, California Transportation Plan 2050, Caltrans Freight Plan, Short Range Transit Plans, Active Transportation Plans/Studies, Airport Planning Studies, Transportation Demand Management studies/strategies, Transportation Systems Management studies/strategies, etc. (as needed)
7. *Develop Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS) (if needed)*
- Conduct workshop for SB 375 Implementation/Greenhouse Gases (GHG) Regional Targets/SCS development
  - Information meeting(s) with elected officials to obtain input on SCS
  - Develop draft SCS
  - Generate alternative(s) land use/transportation scenario for an APS (if needed)
  - Develop draft APS if the SCS does not meet the regional GHG targets (if needed)
8. *Update Regional Travel Demand Model and Land Use/Growth Distribution Model*
- Update travel demand model inputs based on revised demographic information
  - Review model inputs with local jurisdictions (housing, jobs and population)
  - Update land use/growth distribution model
9. *Update Revenue and Cost Projections for Projects and Services*
- Develop or revise cost estimates for all Unconstrained highway and transit projects, including operations and maintenance, transportation demand management and system management projects and programs, goods movement projects, and active transportation projects and programs based on requirements from federal transportation bill
  - Incorporate revised cost estimates for local streets and roads projects provided by the local jurisdictions
  - Analyze progress being made in each county with regard to self-help transportation sales tax measures and provide report to AMBAG Board on progress, next steps
  - Develop initial revenue projections for the various local, state, and federal revenue sources for the Revenue Constrained scenarios
  - Refine and finalize revenue projections and cost estimates for the Revenue Constrained scenario
10. *Update Performance Measures for 2045 MTP/SCS*



- Re-evaluate and update performance measures to be consistent with 2045 MTP/SCS goals and policy objectives and to targets established in FAST Act as well as other required plans and programs
11. *Develop and Analyze Revenue Constrained Scenarios and Select Preferred Revenue Constrained Scenario for 2045 MTP/SCS*
    - Perform travel demand modeling and evaluate overall performance
    - Develop Draft Preferred Scenario for review, including phasing
  12. *Create EIR Alternatives*
  13. *Perform Air Quality (AQ) Forecasts (if required)*
    - Discuss conformity criteria and procedures with Conformity Working Group
    - Address new Environmental Protection Agency (EPA)/FTA/FHWA requirements for AQ analysis
    - Prepare draft air quality conformity determination for Draft 2045 MTP/SCS for review
    - Assist with AQ analysis for Draft and Final EIR
    - Prepare final air quality determination
  14. *Produce Draft 2045 MTP/SCS*
  15. *Prepare Draft and Final EIR*
    - Prepare and circulate Notice of Preparation for EIR
    - Prepare Draft EIR
    - Prepare Final EIR
  16. *Release Draft 2045 MTP/SCS and EIR for Public Comment*
  17. *Prepare Draft Final 2045 MTP/SCS*
  18. *Prepare Final EIR*
  19. *Adopt Final 2045 MTP/SCS and EIR*
  20. *Air Quality Conformity Determination by United States Department of Transportation (as needed)*
  21. *CARB Determination on the Final SCS*

# (DRAFT) 2045 MTP/SCS/RHNA Timeline



**2019 - 2022**  
Develop and Implement Public Outreach, Education and Marketing Programs

■ Staff Actions Related to Policy/Plan Development
 ■ AMBAG Board Action
 ■ Input from Local Jurisdictions & RTPAs
 ■ Public Outreach

# (DRAFT) 2045 MTP/SCS/RHNA Timeline



**2019 - 2022**  
Develop and Implement Public Outreach, Education and Marketing Programs

■ Staff Actions Related to Policy/Plan Development
 ■ AMBAG Board Action
 ■ Input from Local Jurisdictions & RTPAs
 ■ Public Outreach



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Technical Advisory Committee  
**From:** Stefania Castillo, Transportation Planner  
**Meeting Date:** February 7, 2019  
**Subject:** **Regional Bicycle & Pedestrian Wayfinding Program**

**RECOMMENDED ACTION:**

Regional Bicycle and Pedestrian Wayfinding Program:

1. **RECEIVE** presentation on the Regional Bicycle and Pedestrian Wayfinding Program; and
2. **REQUEST** Committee members representing jurisdictions served in the program to assign a point of contact.

**SUMMARY:**

The Regional Wayfinding Program will install directional wayfinding, distance and confirmation signs to promote the use of safe routes by bicyclists and pedestrians. In addition to signing existing paved paths and bicycle lanes, the project will add newly-identified Class III bike routes.

**FINANCIAL IMPACT:**

A total of \$600,000 has been programmed to the Regional Wayfinding Program including \$75,000 Regional Surface Transportation Program, \$163,000 SB1 Local Partnership Program, and \$362,000 Transportation Agency funds.

**DISCUSSION:**

Wayfinding signs can ease navigation for bicyclists and pedestrian, reduce travel times, and enhance the region's brand by reinforcing key regional destinations. When combined with secure bicycle storage and a connected network of bicycle paths and lanes, a wayfinding system can attract the estimated 60% of potential bicyclists who indicate that they would cycle more often if it were safer and easier to do so.

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.

The Executive Summary of the Wayfinding Plan (**attached**) outlines goals, development of wayfinding signage, advisory committee and community involvement, and the regional bicycle and pedestrian routes to be signed. The Wayfinding Sign Design and Implementation Strategy (**attached**) includes the final sign design and outlines a phased implementation approach.

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.

**WEB ATTACHMENTS:**

[Executive Summary of Wayfinding Plan](#)

[Wayfinding Sign Design and Implementation Strategy](#)



## ***Memorandum***

**To:** Technical Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** February 7, 2019  
**Subject:** **Caltrans Corridor Planning Guidebook**

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### **RECOMMENDED ACTION:**

**RECEIVE** presentation on the Caltrans Corridor Planning Guidebook.

### **SUMMARY:**

Caltrans' Corridor Planning Guidebook is intended to provide direction to Caltrans Districts on how to engage with internal and external partners in the corridor planning process and developing corridor plans.

### **FINANCIAL IMPACT:**

No direct financial impact. The Guidebook establishes a comprehensive planning approach through desired protocols and procedures to identify and implement multimodal transportation needs and to pursue various local, regional, state, and federal funding opportunities.

### **DISCUSSION:**

Corridor Planning is a multimodal transportation planning approach that recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities. These locations are tied together by a complex system of streets, roads, highways, trails, paths, rail lines, bus corridors, and other elements that affect the convenience, safety, and accessibility of transportation choices.

While corridor planning is not a new concept, it is increasingly key to addressing the travel needs of Californians by focusing on the existing transportation system as well as all modal options. The Transportation Agency has used this approach to evaluate several key regional routes throughout the county, including the State Route 68 Scenic Highway Plan and the Highway 68 Pacific Grove Corridor Study. In addition, the Agency is in the process of developing corridor plans for Canyon Del Rey Boulevard (State Route 218) and Pajaro to Prunedale - G12. These studies are used to conduct a

technical traffic forecast analysis, and utilize public input to identify a set of complete streets, stormwater drainage, active transportation, and environmental and wildlife preservation improvements for the corridors.

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.

To develop a corridor plan that is acceptable to Caltrans, the Guidebook lays out an eight-step planning process, to include:

1. Scope Effort - this step will result in a defined corridor team, agreement on the issues and potential opportunities that will be considered, and a comprehensive set of goals, objectives, and performance measures for the corridor.
2. Gather Information - this step outlines the corridor description, basic system characteristics of the corridor, and its unique elements with a larger State and regional context.
3. Conduct Baseline Performance Assessment - this assessment, at a minimum, creates corridor profiles for mobility, safety, travel time reliability, and sustainability.
4. Identify Potential Projects and Strategies - projects and strategies are identified at sufficient levels of detail for analysis and evaluation based on existing plans and studies.
5. Analyze Improvement Strategies - a corridor scenario analysis is conducted to evaluate the effect of potential transportation improvements on corridor performance.
6. Select and Prioritize Solutions - the set of corridor projects and strategies are ranked based on short, medium, or long-term horizons, with a recommended set of multimodal solutions for the corridor.

7. Implement the Plan - the plan should include an implementation schedule, as well as identify responsibilities of the various partner agencies.
8. Monitor and Evaluate Progress - ongoing reporting on corridor performance is conducted to evaluate the effectiveness of the recommended projects and strategies.

The Transportation Agency will be using this Guidebook as a reference in the development of the US 101 South of Salinas Corridor Plan, and is in the process of preparing comments to Caltrans on the Guidebook, which staff will share for discussion at the February 2019 Technical Advisory Committee meeting. Caltrans is seeking comments from all interested parties on the draft Guidebook by February 5, 2019, and will provide an overview of the Guidebook at the Technical Advisory Committee meeting.

**WEB ATTACHMENTS:**

[Caltrans Draft Corridor Planning Guidebook](#)





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Stefania Castillo, Transportation Planner  
**Meeting Date:** February 7, 2019  
**Subject:** **Dockless Bike/Scooter Shared Mobility Program - Recommended Policies and Sample Ordinance**

**RECOMMENDED ACTION:**

Dockless Bike/Scooter Shared Mobility Program Recommended Policies and Sample Ordinance

1. **RECEIVE** presentation on Dockless Bike/Scooter Shared Mobility Program Recommended Policies and Sample Ordinance; and
2. **PROVIDE** input on the draft documents.

**SUMMARY:**

Dockless bike and/or scooter share is a type of shared mobility that makes bicycles, electric bicycles, and/or electric scooters available for rent on a short-term basis within a defined service area. A number of communities are embracing this new technology as part of the transportation network, but many are also learning that it can become burdensome if unprepared for their arrival. The Dockless Bike/Scooter Shared Mobility Program Recommended Policies outlines key policies based on recent pilot programs and case studies.

**FINANCIAL IMPACT:**

There is no financial impact to the TAMC budget associated with this item.

**DISCUSSION:**

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.

Across the country, many of these companies launched without contracts, permits, or business licenses. In response, cities have developed new permitting and licensing structures to manage them and to ensure that public safety and welfare remain at the forefront of new mobility advances.

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:

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

Bike and scooter sharing have the potential to play an important role in bridging some of the gaps in existing transportation networks, as well as encouraging individuals to use multiple transportation modes.

#### **WEB ATTACHMENTS:**

- [Draft Dockless Bike/Scooter Shared Mobility Programs Recommended Policies](#)
- [Draft Dockless Shared Mobility Program Sample Ordinance](#)
- [City of Santa Monica - Shared Mobility Device Pilot Program Administrative Regulations](#)
- [SFMTA - Powered Scooter Share Permit Terms and Conditions](#)
- [City of Fort Lauderdale - Dockless Mobility Programs Ordinance](#)