



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways and Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

REVISED AGENDA

Technical Advisory Committee

**Thursday, June 1, 2023
9:30 AM**

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum and to vote on any item on the agenda.

*55-B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room*

Alternate Locations with Zoom Connection Open to the Public

*2616 1st Avenue, Marina, California 93933
Supervisor Askew's Office*

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/950428194?pwd=T0N6RkZXWmN3UDAwTEZpUE9iVTIzQT09>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 950 428 194

Password: 185498

Please note: if all Committee members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chair.

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 an inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

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

1. ROLL CALL

Call to order and self-introductions. According to Transportation Agency and Page 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 Board. 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 Board 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.

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.

3. 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 May 4, 2023.

- Maria Montiel

The draft minutes of the May 4, 2023 Technical Advisory Committee meeting are attached for review.

4. RECEIVE legislative update, and **PROVIDE** feedback to staff.

- Doug Bilse

Staff will present an update on state legislative activities and present proposed positions on draft legislation.

5. **RECEIVE** presentation and **PROVIDE** input on crash data analytic tools.

- Doug Bilse

Transportation Agency staff are in the process of developing a Vision Zero program, and one component of the program is intended to improve the analytic tools available to member agencies. The Committee will receive a presentation on the abilities of analytic tools that can use crash data to identify safety issues and lead data-driven solutions.

6. **RECEIVE** presentation on Broadband for All program.

- Doug Bilse

Broadband for All is the state's overarching program to close the digital divide and foster digital equity in our communities. A Regional Broadband Planning Workshop is scheduled for June 2 at the CSU Monterey Bay, Student Center.

7. **RECEIVE** presentation on AMBAG Regional Travel Demand Model

- Doug Bilse

AMBAG develops, applies, and maintains the Regional Travel Demand Model (RTDM) for metropolitan transportation planning purposes as required under federal regulations. AMBAG staff will present and provide updates on the AMBAG RTDM program, including model components, its applications, and future development.

8. **ANNOUNCEMENTS and/or COMMENTS**

9. **ADJOURN**

ANNOUNCEMENTS

Next TAC Committee meeting:

Thursday, August 3, 2023, at 9:30 A.M.

**Transportation Agency for Monterey County
Conference Room
55-B Plaza Circle, Salinas CA 93901**

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

If you have any items for the next agenda, please submit them to:

Doug Bilse, Technical Advisory Committee Coordinator

Doug@tamcmonterey.org

Important Meeting Information

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

55B Plaza Circle, Salinas, CA 93901

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 Board may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS

Memorandum

To: Technical Advisory Committee
From: Maria Montiel
Meeting Date: June 1, 2023
Subject: Draft TAC Minutes

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for May 4, 2023.

SUMMARY:

The draft minutes of the May 4, 2023 Technical Advisory Committee meeting are attached for review.

FINANCIAL IMPACT:**DISCUSSION:****ATTACHMENTS:**

1. Draft TAC minutes May 4, 2023

WEB ATTACHMENTS:

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held at the Transportation Agency for Monterey County Office

55-B Plaza Cir., Salinas CA 93901

Alternate Location: 2616 1st Avenue, Marina, California 93933, Supervisor Askew's Office

Draft Minutes of Thursday, May 4, 2023

COMMITTEE MEMBERS	MAY 22	JUN 22	AUG 22	SEP 22	OCT 22	NOV 22	JAN 23	FEB 23	MAR 23	APR 23	MAY 23
R. Harary, Carmel-by-the-Sea (R. Culver)	P	P	P	P	P	P	E	P	P(VC)	P	P
J. Guertin, Del Rey Oaks	-	P	A	A	A	A	A	A	A	A	A
P. Dobbins Gonzales, Vice Chair (vacant)	-	-	P	A	P	P	P	P	E	E	P
J. Tugel, Greenfield (T. Nisich)	-	P	P	P	A	P	A	P(A)	P	P	E
O. Hurtado, King City (S. Adams)	P	-	P	P	P	P	P	P	P	P	P
B. McMinn, Marina (E. Delos Santos)	P	P	P	P	P	P	P	P	P	P	P
M. Garcia, Monterey Chair (A. Renny, F. Roveri)	P	P	P	P	P	P	P	P	P	P	P
D. Gho, Pacific Grove (J. Halabi)	-	P	P	P	P	P	A	P	P	A	A
A. Easterling, Salinas (vacant)	-	P	P	P	A	P	P	P	P	P	P
L. Gomez, Sand City (V. Norgaard)	P	P	P	P	A	P	P	P	P	P	P
N. Patel, Seaside (P. Grogan /L. Llantero)	-	-	P	P	P	P	A	A	P	P(A)	P(A)
O. Espinoza, Soledad (L. Gomez)	P	-	A	P	A	A	P	E	P(A)	P(VC)	E
C. Alinio, MCPW (E. Saavedra)	P	P	P	P	P	E	E	P	E	P	P
M. Taylor, AMBAG (P. Hierling)	P	P	P	P	P	P	P	P	P(VC)	P	P
J. Xiao, Caltrans (K. McClendon)	P	P	P	P	P	P	P	P	P(VC)	A	P
CSUMB (Vacant)	P		A	P	P	E	P	P	P	A	A
T. Bell, MBARD	-	-	A	P	P	P	P	A	P	P	P
Vince Dang, MST (M. Deal M. Overmeyer)	P	P	P	P	P	P	A	P(A)	E	P(VC)	P(VC)

P = Present A = Absent P(A) = Alternate Present E = Excused (VC) = Video conference

STAFF	MAY 22	JUN 22	AUG 22	SEP 22	OCT 22	NOV 22	JAN 23	FEB 23	MAR 23	APR 23	MAY 23
T. Muck, Executive Director	P	P	E	P	P	P	P	P	P	P	P
C. Watson, Director of Planning	P	P	E	P	P	P	A	P	E	A	P
M. Zeller, Director of Programming & Project Delivery	P		P	P	P	P	P	P	P	P	E
D. Bilse, Principal Engineer	P	P	P	P	P	P	P	P	PV	P	P
M. Montiel, Administrative Assistant	P	P	P	P	P	P	P	P	P(VC)	P	P
J. Strause, Transportation Planner	P	-	E	A	A	P	A	P	A	P	P
T. Wright, Public Outreach Coordinator		-	P	P	A	A	P	A	A	A	A
L. Williamson, Senior Engineer	P	P	E	P	P	P	P	P	P	A	A
A. Hernandez, Asst. Transportation Planner	P	-	P	A	A	P	A	A	P	A	A
A. Guther, Asst. Transportation Planner	-	-	P	P	P	P	P	P	P	P	A

OTHERS PRESENT: Jose G., Public
Ariana Mora, City of Soledad
Mike Iswalt, Kimley Horn
Michelle Overmeyer, Monterey-Salinas Transit District

1. ROLL CALL

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

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M / S / C: McMinn / Taylor /unanimous

Abstained: Patrick Dobbins

3.1 **APPROVED** the Technical Advisory Committee meeting minutes for April 6, 2023.

END OF CONSENT AGENDA

4. MONTEREY-SALINAS TRANSIT: TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY

Michelle Overmeyer, Monterey-Salinas Transit (MST), and Mike Iswalt, Kimley-Horn, reported on the MST study launched in the summer of 2022, that is focusing on five areas surrounding key SURF! Busway and Bus Rapid Transit project stations in the cities of Monterey, Seaside, Sand City, Marina, and Salinas, and near California State University Monterey Bay (CSUMB). Mr. Iswalt noted that the team has conducted several public outreach activities, which included holding a focus group meeting with community-based organizations and local employers and holding a series of meetings with affordable/market-rate developers and architects.

5. STATE LEGISLATIVE UPDATE

Christina Watson, Director of Planning, reviewed the draft state bill list. She noted that the Bicycle and Pedestrian Facilities Advisory Committee (BPC) voted to recommend the Board oppose Assembly Bill (AB) 825: bicycles on sidewalks. She noted that position recommendations will be presented to the Transportation Agency Board at their May 24 meeting.

Chair Garcia asked staff to add AB 251: vehicle weight safety study to the bill matrix.

Committee Member Harary asked to bring more information about AB 295: Caltrans: maintenance projects for the TAC to consider recommending the Board support the bill.

6. COMPETITIVE GRANTS – REVIEW COMMITTEE

Janneke Strause, Transportation Planner, requested that the committee nominate up to four members to participate in an ad hoc committee to review and rank applications and provide funding recommendations. The grant applications for projects proposed for funding are due June 1, 2023.

The following Technical Advisory Committee members volunteered to serve on the ad hoc committee:

1. Ty Bell, Air District
2. Miranda Taylor, AMBAG
3. Joanna Xiao, Caltrans
4. Marissa Garcia, Monterey
5. Octavio Hurtado, King City

7. SAFE STREETS FOR ALL GRANT

Doug Bilse, Principal Engineer, presented on the upcoming Safe Streets for all grant program and asked for input on a potential grant application sponsored by TAMC. He noted that the grant program funds roadway safety projects that significantly reduce or eliminate roadway fatalities and serious injuries. The program focuses on the development of a comprehensive safety action plan and its implementation for all users of highways, streets, and roadways. In conclusion, Mr. Bilse noted that grant applications are due July 10, 2023.

8. ANNOUNCEMENTS

Committee Member Dobbins announced that the City of Watsonville will be hosting the APWA Corralito's BBQ on Wednesday, May 24, 2023.

Committee Member McMinn announced National Public Works Week is May 21-27. Mr. McMinn also announced that on May 13 at 11 a.m., the Pump Track Ribbon Cutting event in the City of Marina will be having food and a bike giveaway.

Tyrone Bell, Monterey Bay Air Resources District, announced that AB2766 Motor Vehicle Emission Reduction Grants program is accepting applications through June 30.

Joanna Xiao, Caltrans, announced the Draft California Freight Mobility Plan 2023 is out for public review until May 12.

9. ADJOURN

The meeting was adjourned at 11:03 a.m.

Memorandum

To: Technical Advisory Committee
From: Doug Bilse, Principal Engineer
Meeting Date: June 1, 2023
Subject: State legislative update

RECOMMENDED ACTION:

RECEIVE legislative update, and **PROVIDE** feedback to staff.

SUMMARY:

Staff will present an update on state legislative activities and present proposed positions on draft legislation.

FINANCIAL IMPACT:

The legislative proposals may have a financial impact on TAMC and member jurisdictions if they are enacted.

DISCUSSION:

The draft state bill list is **attachment 1**. Changes to the bill list as adopted by the Transportation Agency Board on May 24 are indicated by cross-out and underline. The adopted 2023 legislative program is online as **web attachment 1**.

At the May TAC meeting, more information was requested on Assembly Bill 295 (Fong): "Department of Transportation: maintenance projects". **Attachment 2** is an analysis of the bill from the April 17 transportation committee hearing and **Attachment 3** is an analysis from the May 10 appropriations committee hearing. Additional information is available as **web attachment 2**.

Staff will review the draft bill list at the meeting and request feedback from the Committee. This list will be presented at the June 7 Executive Committee meeting and any position recommendations from the Executive or Technical Advisory Committee will be presented to the Transportation Agency Board at their June 28 meeting for action.

ATTACHMENTS:

1. Draft State bill list - June
2. AB295 analysis - Assembly Transportation
3. AB295 analysis - Assembly Appropriations

WEB ATTACHMENTS:

1. [TAMC's adopted 2023 Legislative Program](#)

2. [Assembly Bill 295](#)

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
AB 6 (Friedman) Transportation Planning: regional transportation plans: Solutions for Congested Corridors	5/10/23 Assembly Floor	As amended on March 16, this bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for a Metropolitan Planning Organization (MPO) to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption, and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets.	Watch Priority 1S
AB 7 (Friedman) Transportation: project selection processes	5/10/23 Assembly Floor	This bill would require the project selection process for each transportation project that would be funded from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles: improving safety and resilience of highway system, accelerating environmental review through the One Federal Decision framework, making streets accessible compliant with the Americans with Disabilities Act, addressing storm runoff, electric vehicle charging stations, and reconnecting disadvantaged communities in the planning, projects election, and design process.	Watch Priority 1S
AB 9 (Murasutchi) California Global Warming Solutions Act of 2006: emissions limit	5/10/23 Assembly Appropriations suspense file	This bill would require the ARB to assess whether the supply of emission allowances and carbon offsets under the Cap-and-Trade Program are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the ARB’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the ARB’s environmental justice advisory committee.	Watch Priority N/A

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
<u>AB 251 (Ward)</u> <u>California Transportation Commission: vehicle weight safety study</u>	<u>5/10/23</u> <u>Assembly Appropriations</u> <u>suspense file</u>	<u>This bill would require the CTC to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and degradation to roads, and to study the costs and benefits of imposing a passenger vehicle weight fee. fee, or restructuring an existing fee to include consideration of vehicle weight.</u>	<u>Watch</u> <u>Priority 9S</u>
AB 295 (Fong) Caltrans: maintenance projects	5/10/23 Assembly Appropriations suspense file	As amended on April 10, this bill would require Caltrans to establish a rapid response unit within the Division of Maintenance to expedite roadside maintenance and the removal and clearing of material. The bill would authorize local governmental entities to notify Caltrans of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger.	Watch Priority N/A
AB 463 (Hart) Electricity: prioritization of service: public transit vehicles	4/26/23 Assembly Appropriations suspense file	This bill requires energy companies (investor-owned utilities) to prioritize maintaining service to public transportation during power grid disruptions, rolling blackouts, Public Safety Power Shutoffs (PSPS), or natural disasters by adding public transportation to the Public Utilities Commission’s list of essential use.	SUPPORT Priority N/A
AB 557 (Hart) Open Meetings: local agencies: teleconferences	5/1/23 Assembly Floor	This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	SUPPORT Priority 15S

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
AB 610 (Holden) Youth Transit Pass Pilot Program: free youth transit passes	5/10/23 Assembly Appropriations suspense file	Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. Riders under the age of 18 would be authorized to use a system for free. This bill is like AB 1919 (Holden) from 2022, which TAMC supported.	Watch Priority 2S
AB 645 (Friedman) Vehicles: speed safety system pilot program	5/2/23 Assembly Appropriations	This bill would authorize the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco, to establish a Speed Safety System Pilot Program. The bill would require a participating jurisdiction to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.	Watch Priority 9S

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
AB 744 (Carillo) California Transportation Commission: data, modeling, and analytic software tools procurement	5/3/23 Assembly Appropriations suspense file	Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission (CTC) to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the CTC to provide access to the data, modeling, and analytic software tools to state and local agencies. This bill would authorize the CTC to establish best practices for use of data in transportation planning and to identify data elements that should be made available to state and local agencies for transportation planning.	Watch Priority 2S
AB 761 (Friedman) Transit Transformation Task Force	5/3/23 Assembly Appropriations suspense file	This bill would require the Secretary of the California State Transportation Agency to establish and convene the Transit Transformation Task Force to include representatives from Caltrans, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The task force would be required to develop a process for early engagement to develop policies to grow transit ridership and improve the transit experience for all users of those services.	Watch Priority 3S
AB 825 (Bryan) Vehicles: bicycles on sidewalks	5/10/23 Assembly Floor	This bill would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit.	<u>OPPOSE</u> Watch Priority 9S

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
AB 930 (Friedman) Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts	4/27/23 Assembly Appropriations	As amended on April 26, this bill would authorize the legislative bodies of 2 or more local governments, defined to include cities or counties, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require all projects that receive funding from a RISE district to either be located within 1/2 mile of public transit or at least 75% of the site of the development to adjoin parcels that are developed with urban uses. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.	Watch Priority 1S
AB 1335 (Zbur) Local government: transportation planning and land use: sustainable communities strategy	4/20/23 Assembly Floor	This bill would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs. The bill would impose similar reconciliation procedures when there are differences in the population forecast provided by the council of governments and the Department of Finance.	OPPOSE Priority 1S
AB 1525 (Bonta) Transportation Agency: allocations for projects in priority populations	5/10/23 Assembly Appropriations	As amended on April 19, the bill requires CalSTA to ensure that at least 60% of the moneys allocated for transportation projects are allocated for projects located in priority populations, address an important need of priority populations, to be defined later by Caltrans and CTC, and provide at least five direct, meaningful, and assured benefits, or additional co-benefits, to priority populations. Project is defined as road repairs, installing bike lanes, and developing dedicated bus lanes and bus stations.	OPPOSE Priority 1S

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
<p>ABx1 2 (Fong) Motor Vehicle Fuel Tax Law: suspension of tax</p>	<p>12/6/22 Assembly Pending Referral</p>	<p>This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.</p>	<p>OPPOSE Priority 1S Letter sent 3/24</p>
<p>SB 32 (Jones) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</p>	<p>4/19/23 Senate Environmental Quality Failed passage</p>	<p>This bill would suspend the Low Carbon Fuel Standard regulations, adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill, like AB 53 and ABx1 2, and identical to SBx1 1, would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws.</p>	<p>OPPOSE Priority 1S Letter sent 3/24</p>

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
SB 304 (Laird) Monterey-Salinas Transit District: public contracting	5/1/23 Assembly Desk	This bill would increase, from \$100,000 to \$150,000, the monetary threshold for the Monterey-Salinas Transit District (MST) to award contracts for the purchase of supplies, materials, and equipment, to the lowest responsible bidder, or to the responsible bidder that provides the best value. The bill would require MST to obtain a minimum of 3 quotes that permit prices and terms to be compared whenever the expected expenditure required for the purchase exceeds \$10,000 but does not exceed \$150,000. The bill would apply those rules concerning monetary thresholds for contracts to contracts for the purchase of services, excluding services related to certain public construction projects and architectural, landscape architectural, engineering, environmental, land surveying, or construction project management services.	SUPPORT Priority 16S Letter sent 3/24
SB 411 (Portantino) Open meetings: teleconferences: bodies with appointed membership	5/4/23 Senate Floor	This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.	Watch Priority 15S

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
SB 537 (Becker) Open meetings: multijurisdictional, cross-county agencies: teleconferences	5/4/23 Senate Floor	As amended on April 24, this bill authorizes multi-jurisdictional, cross-county legislative bodies to use alternate teleconferencing provisions if the authorizing agency has adopted a resolution. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill requires a quorum of members of the legislative body to participate from within the boundaries of the agency jurisdiction. The bill requires the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the location of the in-person meeting.	SUPPORT Priority 15S
SB 617 (Newman) Public contracts: progressive design-build: local and regional agencies	5/1/23 Assembly Desk	As amended on March 30, this bill authorizes a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, to use the progressive design-build process. The bill would specify that the authority to use the progressive design-build process does not include inspection services for projects on, or interfacing with, the state highway system. Progressive design-build procurement is defined as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project.	SUPPORT Priority 8S Letter sent 3/24
SB 670 (Allen) Vehicles miles traveled: maps	5/8/23 Senate Appropriations suspense file	As amended on April 27, this bill would require the California Air Resources Board, in consultation with the Office of Planning and Research and Caltrans, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average light-duty_vehicle miles traveled per capita in the state at the local, regional, and statewide level.	Watch Priority 3S

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
SB 677 (Blakespear) Intercity rail: LOSSAN Rail Corridor	5/9/23 Senate Floor	This bill would require the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor) Agency, as part of the annual business plan submitted to the secretary, to include a description of the effects of climate change on the LOSSAN corridor, to identify projects planned to increase climate resiliency on the corridor, and to discuss possible funding options for those identified projects.	Watch Priority 7S
SB 695 (Gonzalez) Department of Transportation: state highway system: public data portal	4/17/23 Senate Appropriations suspense file	This bill would require Caltrans to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would require Caltrans to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.	Watch Priority 3S
SB 746 (Eggman) Energy conservation contracts: alternate energy equipment: hydrogen	5/9/23 Senate Floor	As amended on April 10, this bill would add hydrogen to the list of primary fuel sources under the definition of “alternate energy equipment.” This bill allows transit districts to engage in energy service contracting to construct hydrogen energy conservation projects and to enter contracts relating to the financing, construction, operation, and use of hydrogen as a form of alternative energy. Transit districts will be eligible to enter facility financing contracts, facility ground lease agreements, and contracts to sell hydrogen produced by the energy conservation facility on their terms.	SUPPORT Priority 4S Letter sent 4/26

TAMC Bill Matrix – June 2023

Measure	Status	Bill Summary	Recommended Position
SB 825 (Limón) Local government: public broadband services	5/4/23 Assembly Local Government	This bill would add metropolitan planning organizations and regional transportation planning authorities to the list of local government agencies included in the definition of “local agency” eligible to directly apply for local technical assistance grants administered by the California Public Utilities Commission for implementation of broadband.	SUPPORT Priority 6S Letter sent 3/24

Date of Hearing: April 17, 2023

ASSEMBLY COMMITTEE ON TRANSPORTATION
Laura Friedman, Chair
AB 295 (Vince Fong) – As Amended April 10, 2023

SUBJECT: Department of Transportation: maintenance projects

SUMMARY: Requires the California Department of Transportation (Caltrans) to establish a rapid response unit within the Division of Maintenance in order to expedite roadside maintenance for specified projects, and deploy this unit within 90 days, if notified by a local government entity, as defined. Specifically, **this bill:**

- 1) Defines fire protection district, local government entities, and tribal entities for purposes of this section.
- 2) Requires Caltrans to established a rapid response unit within the Division of Maintenance in order to expedite roadside maintenance for the following projects:
 - a) Roadside defensible space maintenance as identified in the department’s 2021 State Highway System Management Plan.
 - b) Roadside maintenance along department rights-of-way.
 - c) Clearing of debris, brush, and trees.
 - d) Trimming or removing brush and trees, including those that are dead, overgrown, or obstructing visibility.
 - e) Removing debris, brush, and trees, in ditches, culverts, channels, or natural gullies leading to cross-highway drainage.
 - f) Removing fire tinder.
 - g) Creating firebreaks at fence lines and where appropriate adjacent to road shoulders.
- 3) Allows a local governmental entity, fire department, fire protection district, fire safe council, or tribal entity to notify Caltrans about projects listed that have not been completed in an efficient and timely manner.
- 4) Once notified, requires the rapid response unit within Caltrans’ Division of Maintenance to begin maintenance within 90 days if the continued failure to complete these projects poses a clear and imminent danger that requires immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services.

EXISTING LAW:

- 1) Establishes Caltrans and provides that the department has full possession and control of all state highways and property and rights in property acquired for state highway purposes. (Streets and Highways Code (SHC) 90)
- 2) Requires Caltrans improve and maintain the state highways, including all traversable highways which have been adopted or designated as state highways by the commission. (SHC 91)
- 3) Allows Caltrans to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement, including the cleanup and abatement of litter, of a section of a state highway. (SHC 91.5)
- 4) Requires Caltrans to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. (SHC 91.6)

FISCAL EFFECT: Unknown

COMMENTS: Caltrans owns or controls 350,000 acres of right-of-way and maintains 15,133 centerline miles of highway and 13,063 state highway bridges. Caltrans also inspects more than 12,200 local bridges.

State highways extend through every county and range of elevation in California. Over 5,000 centerline miles of state highways are built in a rural setting of natural landscapes, including forestland, chaparral and grassland winding through mountains and along coastlines. Historically, active forest management of forests was discouraged in California, but this has resulted in unhealthy, overly dense timber and vegetation which increases wildfire vulnerability and decreases forest health. Drought has triggered widespread accelerated forest mortality.

The impacts on California's transportation network due to tree mortality will be varied. The increased frequency of wildland fires, increased runoff due to soil erosion and fallen trees are some of the typical hazards that may impact highways.

At the intersection of Highway 299 and Carr Powerhouse Road, a tire blew out causing the rim to scrape against the pavement and creating sparks that ignited dry vegetation along the highway. The Carr Fire, ignited from this incident, was the 13th largest wildfire in California history, burning 229,651 acres, destroying 1,614 structures, causing \$1.6 billion in damages, and resulting in the death of eight people.

Caltrans clears trees to prevent wildfires. Through December 31, 2016, Caltrans and its contractors had cleared almost 50,000 trees from the state highway system's right-of-way. The die-off began in 2013, when parched trees, mostly conifers, fell victim to a plague-like infestation of bark beetles. The trees could not generate sufficient sap that would ordinarily fend off the beetles. The insects multiplied rapidly, nourished by the ever-growing supply of stressed and vulnerable trees.

In October 2015, Caltrans joined with 76 other agencies, local governments and stakeholders to form a Tree Mortality Task Force. With Caltrans' help, the task force has removed 423,000 trees in 10 counties through the end of the 2016.

Creating a roadside buffer zone to protect motorists aligns with Caltrans' Strategic Management Plan (SMP) that lists safety as a top organizational goal. The removal of dead trees to head off traffic problems fits another SMP objective of preserving or improving transportation system performance. Caltrans' participation in the task force also reinforces the SMP's sustainability, livability and economic goals by reducing the risk of wildfire and harmful pollution.

Caltrans tree crews began identifying and removing dead trees along state right-of-way in early 2013. By the fall of 2015, it became apparent to Caltrans' Maintenance Division supervisors that Caltrans tree crews in the 10 impacted counties could not keep up with the number of trees requiring removal. To remove trees as quickly as possible and bring in smaller contractors for the job, the scope of dead tree removal work was limited to single routes, 25-40 miles in length, or a combination of routes with fewer than 5,000 targeted trees.

As of March 2017, Caltrans had 25 active contracts totaling \$78.81 million for hazardous tree removal, and the department expects to spend an additional \$150-\$200 million in the next two to three years, even with normal precipitation in the Sierra.

If the California beetle infestation parallels Colorado's recent experience in the Rocky Mountain forests, the state can expect a 10-12 year period of tree mortality before the infestation returns to normal levels. Total costs for Caltrans alone are expected to rise to as much as \$500 million should the die-off continue for another decade.

Fire prevention on state roads. Inactive forest management has created unhealthy and dense trees and vegetation, increasing the frequency and severity of wildfires when combined with drought conditions in California. Defensible space is crucial to creating fuel breaks or fire breaks which can slow or stop the spread of a wildfire. Highway corridors and roadways can serve as fire breaks or be potential sources of fire depending on whether the adjacent fuel loads are properly managed.

Defensible space, in the context of fire control, is a natural or landscaped area around a structure that has been maintained to reduce fire danger. Through the Division of Maintenance, Caltrans prepared a Wildfire Vulnerability Analysis (2020-2030) which identifies the highway corridors that are a priority for fuels reduction to create defensible space. Fuels reduction projects with local, state and federal partners would reduce wildfire vulnerability to life, property and ecosystem services.

Defensible space can also mitigate the probability of wildfire ignitions originating from vehicles and travelers, reduce direct impacts to state highway assets when wildfires do occur, and maximize traffic flow for all modes of transportation during normal and emergency operations.

Need for response. Caltrans has the authority to manage the state's highways and perform a variety of roadside resiliency projects. According to Caltrans' 2021 State Highway System Management Plan, nearly 73% of the 33,997 acres of roadway infrastructure identified in their Roadside Rehabilitation Objective are in poor condition, and there is a nearly \$4 billion funding gap to meet this objective over the next five years.

Caltrans has also identified defensible space maintenance projects on an additional 120,000 acres of naturally occurring roadside to improve fire resiliency adjacent to the highway system. This area is larger than the acreage identified in Caltrans’ Roadside Rehabilitation objective and will not be maintained with existing resources.

The impact of wildfires is devastating, and sometimes deadly, especially for low-income rural communities. A 2021 study found that rural census tracts sustained three times more wildfire on average, and have higher rates of poverty, unemployment, and vacant housing, as well as higher proportions of low-income residents, residents without college degrees, and greater proportions of elderly residents. By implementing defensible space maintenance and fire prevention projects, California can prevent future wildfires and save lives.

Current Caltrans response crews. Caltrans currently deploys maintenance crews for preventative work to help prevent fires in high risk areas. The crews were originally called “Fire Crews, Fire Safety Crews, Fire Prevention Crews and/or Fire Strip Crews,” and some are known as “Roadside Vegetation Crews, or Vegetation Management Crews.” These crews are not fighting fires, but creating defensive space by clearing four to eight strips of vegetation next to the pavement edge to help mitigate the spreads of destructive wildfires.

In last year’s state budget, the Caltrans maintenance program was authorized to fill 96 permanent positions to focus on performing vegetation management activities. The chart below provides the location and current status of vegetation management hires.

District	Crewmembers Allocated	20-21 Crewmembers Hired	21-22 Crewmembers Hired	Total crewmembers Hired both FY
1	8	0	4	4
2	12	0	7	7
3	12	0	12	12
4	8	0	0	0
5	12	8	5	13
6	4	0	3	3
7	8	0	6	6
8	8	7	1	8
9	4	0	4	4
10	8	0	8	8
11	8	0	0	0
12	4	0	5	5
Totals	96	15	55	70

This bill requires a timely response (90 days) from Caltrans to clear debris and create defensible space, if a local entity has notified Caltrans that the failure to complete these projects poses a clear and imminent danger that requires immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services. This bill is intended to maintain jobs within Caltrans' jurisdiction, while requiring a localized and priority response to areas prone to wildfire risk.

According to the author, "Overgrown brush and trees along highways are a frequent cause of wildfires. Every year in Kern County, the same corridor along Interstate 5 is ignited by vehicles. The cost of wildfires is devastating and sometimes deadly for vulnerable rural communities, but they are preventable. Highways can either serve as a fire break or a source of fire depending on whether they are properly managed. The Department of Transportation (CalTrans) has identified a backlog of 120,000 acres of highway roadside in need of brush clearing. AB 295 will help accelerate Caltrans's efforts to implement defensible space maintenance projects by leveraging local resources and streamlining fire prevention practices."

In support, the American Property Casualty Insurance Association writes, "AB 295 will help accelerate Caltrans's efforts to implement defensible space maintenance projects by leveraging local resources and streamlining prevention practices. By implementing defensible space maintenance and fire prevention projects, California can prevent future wildfires and save lives."

Previous legislation. SB 1380 (Committee on Judiciary) Chapter 28, Statutes of 2023 creates the Clean California State Beautification Program of 2021, to be administered by the department, to provide funding, upon appropriation by the Legislature, for purposes of beautifying and cleaning up state highways.

AB 1553 (O'Donnell) of 2021 would have authorized Caltrans to enter into agreements with community conservation corps to perform cleanup and maintenance projects authorized by the department.

REGISTERED SUPPORT / OPPOSITION:

Support

American Property Casualty Insurance Association
California Forestry Association

Opposition

None on file

Analysis Prepared by: Julia Kingsley / TRANS. / (916) 319-2093

Date of Hearing: May 10, 2023

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Chris Holden, Chair
AB 295 (Vince Fong) – As Amended April 10, 2023

Policy Committee: Transportation Vote: 15 - 0

Urgency: No State Mandated Local Program: No Reimbursable: No

SUMMARY:

This bill requires the Department of Transportation (Caltrans) to establish a rapid response unit to expedite roadside maintenance projects that, if left unfinished, pose a clear and imminent danger.

Specifically, this bill:

- 1) Requires Caltrans establish a rapid response unit within the Division of Maintenance in order to expedite roadside maintenance for the following projects: (a) roadside defensible space maintenance as identified in the department's 2021 State Highway System Management Plan; (b) roadside maintenance along department rights-of-way; (c) clearing of debris, brush and trees; (d) trimming or removing brush and trees, including those that are dead, overgrown or obstructing visibility; (e) removing debris, brush and trees, in ditches, culverts, channels or natural gullies leading to cross-highway drainage; (f) removing fire tinder; and (g) creating firebreaks at fence lines and, where appropriate, adjacent to road shoulders.
- 2) Authorizes a local government, fire department, fire protection district, fire safe council or tribal entity to notify Caltrans about any project of the types listed above that have not been completed in an efficient and timely manner, if the continued failure to complete the project poses a clear and imminent danger that requires immediate action to prevent or mitigate the loss or impairment of life, health, property or essential public services. Once notified, the Caltrans rapid response unit must begin the maintenance project within 90 days.

FISCAL EFFECT:

Caltrans could not provide a cost estimate to the committee by the time this analysis was prepared. Nonetheless, it is safe to assume this bill will entail significant costs to Caltrans to staff and equip the rapid response unit, likely in the range of hundreds of thousands of dollars to low millions of dollars annually (special funds).

The bill may result in Caltrans shuffling the priority of various projects, in which case costs of the bill to Caltrans, aside from staffing and equipment costs, will likely be minimal. However, if the bill results in Caltrans undertaking more maintenance projects than it otherwise would in a given period, the costs to Caltrans could be significant, depending on the complexity, duration and other characteristics of the additional projects Caltrans takes on.

COMMENTS:

- 1) **Purpose.** The author intends this bill to better ensure Caltrans quickly performs maintenance of roadside conditions that have the potential to lead to wildfires. According to the author:

Overgrown brush and trees along highways are a frequent cause of wildfires. Every year in Kern County, the same corridor along Interstate 5 is ignited by vehicles. The cost of wildfires is devastating and sometimes deadly for vulnerable rural communities, but they are preventable. Highways can either serve as a fire break or a source of fire depending on whether they are properly managed. The Department of Transportation (CalTrans) has identified a backlog of 120,000 acres of highway roadside in need of brush clearing. AB 295 will help accelerate Caltrans's efforts to implement defensible space maintenance projects by leveraging local resources and streamlining fire prevention practices.

- 2) **Background.** California's forests are in bad shape. Years of near-total fire suppression prevented thinning of growth. Severe, prolonged drought stressed trees and left them susceptible to bark beetle infestation. As a result, the forest are overgrown and full of dead and dying trees. These conditions leave California's forests highly susceptible to wildfire.

Indeed, over the past two decades or so, California has experiences some of its largest, most destructive and deadliest wildfires. Some of these wildfires started as the result of sparks or other ignition sources from vehicles on California's roadways coming into contact with roadside vegetation.

Caltrans owns or controls 350,000 acres of right-of-way and maintains 15,133 centerline miles of roadway. These roadways run through all areas of the state, including areas most prone the wildfire. Statute charges Caltrans with improving and maintaining these state highways and the associated right-of-ways.

Calfire is aware of fire-prone state of the forests, as well as the potential for wildfire ignition alongside the state's roadways and the damage such wildfires can inflict on the roads themselves and Calfire's other assets. In the 2021 edition of Calfire's State Highway System Management Plan, which existing law requires Calfire to revise every odd-numbered year, Calfire asserts:

Climate adaptation action and planning by initiating natural resource management and maintenance for roadside resilience ensures the users of the state highways system and assets are better protected from wildfire impacts, with a reduction in threat to life and life cycle long-term.

To realize this threat reduction, Calfire is "moving to inventory, prioritize and implement defensible space maintenance projects and maintenance cycles on nearly 120,000 acres of naturally occurring roadside to improve fire resiliency adjacent to the highway system."

As noted in the Assembly Transportation Committee analysis of this bill, the Budget Act of 2022 authorized Calfire to fill 96 permanent positions to focus on performing vegetation management activities.

Establishing a rapid response unit to begin work on languishing roadside maintenance projects to reduce risks of wildfire, as well as other hazards, seems consistent with Calfire's efforts. However, whether such a rapid response unit will lead to faster completion of safety-related maintenance projects depends, in part, on why those projects languish now. If Calfire is unable to complete the projects timely, now, because it lacks the resources to do so, then an under-staffed and over-worked rapid response unit likely won't lead Calfire to complete the projects—no matter how critical—any more quickly.

Analysis Prepared by: Jay Dickenson / APPR. / (916) 319-2081

Memorandum

To: Technical Advisory Committee
From: Doug Bilse, Principal Engineer
Meeting Date: June 1, 2023
Subject: **Crash Data Analytic Tools**

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE** input on crash data analytic tools.

SUMMARY:

Transportation Agency staff are in the process of developing a Vision Zero program, and one component of the program is intended to improve the analytic tools available to member agencies. The Committee will receive a presentation on the abilities of analytic tools that can use crash data to identify safety issues and lead data-driven solutions.

FINANCIAL IMPACT:

Crash data can drive important financial decisions and is an integral scoring criteria for several funding sources. TAMC staff is reviewing data collection and analytic tools that can best serve our communities.

DISCUSSION:

Jurisdictions often rely on crash data to make data-driven decisions that improve the transportation networks in the communities they serve. Advanced data analytics help an agency meet traffic safety goals and is often the centerpiece of a Vision Zero program. Addressing the disparity between the resources available to jurisdictions can lead to more equitable communities. Better data essentially means better decisions.

The National Roadway Safety Strategy (see link below) implores the government at all levels to take action to achieve zero roadway fatalities. Jurisdictions rely on quality crash data for all traffic analyses, including location-specific safety studies, network screening, and implementing new countermeasures. The gathering and analysis of safety data requires significant resources (e.g., staff time inputting data). Technology exists to make it easy to complete federal reporting requirements and act proactively to save lives.

An effective program not only keeps track of collision data, but also analyzes that data, queries it, and produces reports. Most agencies rely on raw traffic crash report data while others have systems that assist staff analyze and display safety information. A presentation was recently made to the Technical Advisory Committee relating to systems that collect real-time crash information including near misses. This presentation will focus on systems that take existing crash data available to all agencies and allows for easy analytics. Citian is one of many companies that provide traffic safety analytical tools and will provide an overview of industry trends at the meeting.

- GIS mapping of real-time accurate data
- collision diagrams
- live dashboards with autogenerated reports
- tools to assist staff with benchmarking and audits
- reports of safety outcomes of new construction projects with instant Before-and-After studies
- records management that can be used with equity analysis, ADA compliance and lighting assessments
- read to and from external databases
- queries by location, primary collision factor, collision type, degree of injury, and other factors
- reports of historical and high incidences at intersections and midblock

ATTACHMENTS:

None

WEB ATTACHMENTS:

[Call to Action: NRSS | US Department of Transportation](#)

Memorandum

To: Technical Advisory Committee
From: Doug Bilse, Principal Engineer
Meeting Date: June 1, 2023
Subject: **Broadband for All Program**

RECOMMENDED ACTION:

RECEIVE presentation on Broadband for All program.

SUMMARY:

Broadband for All is the state's overarching program to close the digital divide and foster digital equity in our communities. A Regional Broadband Planning Workshop is scheduled for June 2 at the CSU Monterey Bay, Student Center.

FINANCIAL IMPACT:

No direct financial impact. There are federal and state programs, described in the staff report, available to expand broadband access to underserved communities.

DISCUSSION:

The internet is now an essential part of everyday life. Yet one out of five Californians lack access to affordable, reliable broadband service, devices, and the skills to use them. Millions in our state are unable to access essential government services and realize other social and economic benefits that most others enjoy due to the impact of digital equity barriers. The "digital divide," impacts urban and rural areas. For the State Digital Equity Plan, the Federal government has identified priority populations to consider as follows:

- Households with incomes at or below 150 percent of the federal poverty level
- Aging individuals 60 and over
- Incarcerated individuals
- Veterans
- Individuals with disabilities
- Individuals with a language barrier
- Individuals who are members of a racial or ethnic minority group
- Individuals who primarily reside in a rural area
- Individuals who identify as LGBTQ+
- Individuals who identify as female or as a woman

The Infrastructure, Investment, and Jobs Act sets forth a \$65 billion investment in broadband, of which \$48.2 billion will be administered by the National Telecommunications Information Administration (NTIA). The Broadband Equity, Access, and Deployment (BEAD) Program provides \$42.45 billion to expand high-speed internet access by funding planning, infrastructure deployment

and adoption programs in all 50 states.

California has been actively addressing digital equity barriers. Governor Newsome established the Broadband for All initiative through Executive Order N-73-20 (see weblink below) to improve digital connectivity across the state and ensure digital equity for all. The California Broadband Council (see weblink below) was established by Senate Bill 1462 to promote broadband deployment in unserved and underserved areas of the state. The 12-member Council is run by the California Department of Technology's Office of Broadband and Digital Literacy and identifies state resources, encourages public and private partnerships, and recommends strategic policy for providing world-class high-speed Internet access throughout California. The Council provides support by managing the statewide ecosystem of individuals and organizations dedicated to closing the digital divide.

Under the Governor's directive, the Broadband Council completed the Broadband for All Action Plan to ensure that all Californians have access to high speed internet that is affordable and are provided with the devices and training needed to connect to the broadband network. The State Broadband for All Action Plan incorporates the 100 megabits per second goal, and includes the following elements:

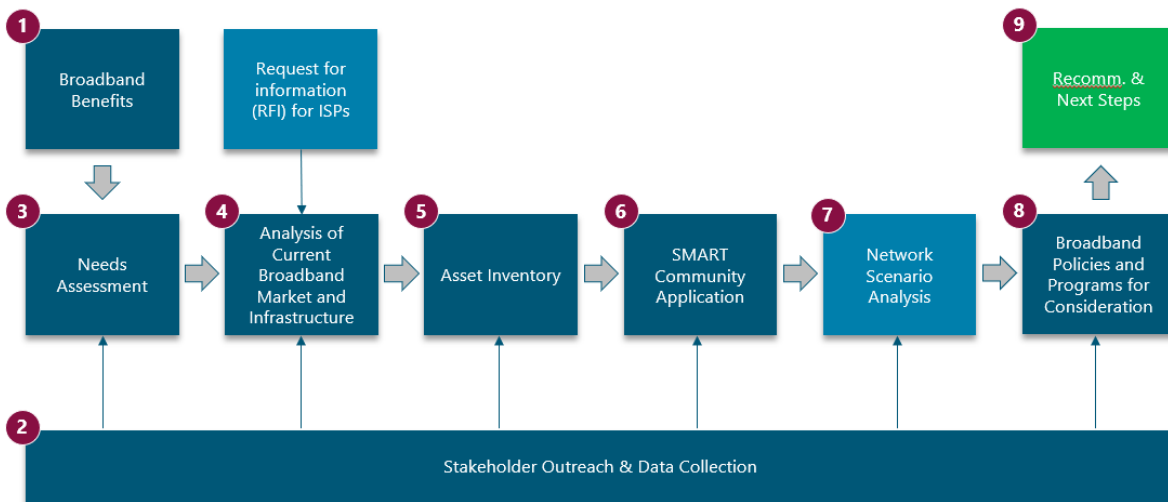
- A roadmap to accelerate the deployment and adoption of broadband by state agencies and to support such deployment and adoption by local governments.
- Publicly accessible information on all federal and state funding opportunities and eligibility requirements.
- Provisions to maximize the inclusion of tribal lands in all broadband access and adoption opportunities developed in consultation with tribal governments.

As part of the state's 2021 Budget, California Senate Bill 156 allocated a \$6 billion multi-year investment to ensure funding for Broadband for All and will result in more Californians having access to broadband coverage. \$3.25 billion of these funds were allocated to develop, acquire, construct, maintain and operate a statewide "open-access middle-mile" network which is overseen by the California Department of Technology and the Office of Broadband and Digital Literacy. The remaining \$2.75 billion of the budget will go towards last-mile infrastructure grants, the establishment of a loan-loss recovery account, and a technical assistance program overseen by the California Public Utilities Commission. The California Public Utilities Commission has been working to advance last-mile infrastructure through their California Advanced Service Fund. They will guide the implementation of the Broadband for All Action Plan and disbursement of funds from the Federal Funding Account that is designated for underserved and unserved areas.

The California Department of Technology, the California Public Utilities Commission, the California Emerging Technology Fund, and the Central Coast Broadband Consortium to host a workshop to seek input on the development of the State Digital Equity Plan (see link below). The Broadband Equity, Access, and Deployment (BEAD) funds (see link below) are tied to Five-Year Action Plans. The objective of this event is to ask community members to share their experiences with connectivity and adoption issues, device access and knowledge/training about how to use devices. Input provided at this event will help determine how future federal dollars are allocated and align with California's plan to close the digital divide.

The Monterey County Broadband Strategic Plan and planning effort are the result of the work of the Rural County Representatives of California and the resulting formation of the Golden State Connect Authority. An application for an Economic Development Administration grant to fund broadband strategies for 26 of their member counties. The partnership also applied for and received Local Agency Technical Assistance funding for design work.

A Broadband Strategic Plan is being developed by a project team led by TeleworX. This work will include developing strategies for Monterey, San Benito and San Luis Obispo Counties. The County of Monterey is taking the lead for this effort. Maria Kelly of MMKelly Consulting is a sub-contractor and will make a presentation covering this contract's scope of work and the project status. This will review the State's work on broadband deployment and funding, including: BEAD Plan; Middle-Mile Broadband Initiative; California Advanced Services Fund, Infrastructure Grant Account for Last-Mile Projects; and the Local Agency Technical Assistance (LATA) Grants. Below is a diagram of the stages of the work being conducted by the TeleworX team.



ATTACHMENTS:

None

WEB ATTACHMENTS:

- [The Central Coast Broadband Consortium](#)
- [Broadband Equity Access and Deployment \(BEAD\) program](#)
- [California State Digital Equity Plan](#)
- [California Broadband Council](#)
- [Broadband Regional Planning Workshop](#)
- [Executive Order N-73-20](#)

Memorandum

To: Technical Advisory Committee
From: Doug Bilse, Principal Engineer
Meeting Date: June 1, 2023
Subject: **Association of Monterey Bay Area Governments (AMBAG) Regional Travel Demand Model (RTDM) Program**

RECOMMENDED ACTION:

RECEIVE presentation on AMBAG Regional Travel Demand Model

SUMMARY:

AMBAG develops, applies, and maintains the Regional Travel Demand Model (RTDM) for metropolitan transportation planning purposes as required under federal regulations. AMBAG staff will present and provide updates on the AMBAG RTDM program, including model components, its applications, and future development.

FINANCIAL IMPACT:

The RTDM is used to provide data and travel forecasts used in various grant applications and funding documents.

DISCUSSION:

The Regional Travel Demand Model (RTDM) uses census data, statistics provided from local agencies and other data points to forecast travel demand in the AMBAG region. AMBAG staff will present and provide updates on the Regional Travel Demand Model, including hybrid components. AMBAG staff welcomes discussion and feedback on the RTDM program and encourages local agencies to participate in the RTDM development process by providing and validating local land use and transportation network related information for the model.

ATTACHMENTS:

None

WEB ATTACHMENTS: