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Regional Transportation Planning Agency - Local Transportation Commission  
Monterey County Service Authority for Freeways & Expressways  
Monterey County Regional Development Impact Fee Joint Powers Agency  
Email: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

## **TECHNICAL ADVISORY COMMITTEE**

**Thursday, May 4, 2023**

**\*\*9:30 AM\*\***

### **MEETING LOCATIONS**

Voting members must attend a physical meeting location to count towards quorum

*55B Plaza Circle, Salinas, California 93901*

*Transportation Agency Conference Room*

### **Alternate Location 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**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 950 428 194 | Password: 185498**

*Please see all the special meeting instructions at the end of this 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. 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 Committee 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 Thursday 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.

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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 April 6, 2023.

**- Montiel**

## END OF CONSENT AGENDA

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4. **RECEIVE** presentation from the Monterey-Salinas Transit District regarding the Transit Oriented Development Planning Study.

- Overmeyer (MST)

*The Monterey-Salinas Transit District (MST) is leading a planning study to identify opportunities to increase transit-oriented development (TOD) viability by enhancing multimodal connections within the SURF! Busway and Bus Rapid Transit project corridor through the implementation of enhanced bicycle, transit, and pedestrian facilities; and Transportation Demand Management (TDM) strategies. The project goals are to decrease greenhouse gas (GHG) emissions, reduce vehicle miles travelled (VMT) from development, and lower TOD parking requirements to collectively make TOD more effective and attractive to developers and more desirable and affordable to Monterey County residents.*

5. **RECEIVE** state legislative update and **PROVIDE** feedback to staff on legislation.

- Bilse

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

6. **NOMINATE** up to four members of the Technical Advisory Committee to serve on the TAMC Competitive Grant Application Review Committee.

- Strause

*The Transportation Agency Board approved a new cycle of competitive grants at its March 2023 meeting. The grant applications for projects proposed for funding are due June 1, 2023. Agency staff is seeking to establish an ad hoc committee to review and rank the applications, and provide funding recommendations.*

7. **Safe Streets for All:**

1. **RECEIVE** presentation on upcoming Safe Streets for All grant program; and
2. **PROVIDE** input on potential grant application sponsored by TAMC.

- Bilse

*The federal Safe Streets for All 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. The Safe Streets for All grant program is soliciting applications for the next cycle and they are due July 10, 2023.*

**8. ANNOUNCEMENTS**

**9. ADJOURN**

## **ANNOUNCEMENTS**

Next Committee meeting will be held on  
**Thursday, June 1, 2023, at 9:30 A.M.**

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

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

Voting members must be present in a physical location to count towards quorum. There will be a Zoom link for hybrid participation by the public.

**Voting members: please note that the circumstances in which you may remotely teleconference have been severely curtailed and require prior notice and only certain justifications. Click [here](#) for more detail.**

If you have any items for the next agenda, please submit them to  
Doug Bipse, Technical Advisory Committee Coordinator  
[Doug@tamcmonterey.org](mailto:Doug@tamcmonterey.org)

### **Important Meeting Information**

**Remote Meeting Public Comment:** Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to [maria@tamcmonterey.org](mailto:maria@tamcmonterey.org) by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

**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 Committee 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.

**CORRESPONDENCE, MEDIA CLIPPINGS, and REPORTS - No items this month**



## ***Memorandum***

**To:** Technical Advisory Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** May 4, 2023  
**Subject:** **Draft TAC Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** the draft Technical Advisory Committee Minutes for April 6, 2023.

### **ATTACHMENTS:**

- ▣ Draft April TAC Minutes

## TECHNICAL ADVISORY COMMITTEE MINUTES

### Meeting held at the Transportation Agency for Monterey County Office

55-B Plaza Cir., Salinas CA 93901

### Draft Minutes of Thursday, April 6, 2023

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

P = Present

A = Absent

P(A) = Alternate Present

E = Excused

(VC) = Video conference



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

**OTHERS PRESENT:** Jeff Kise – TAMC Staff  
Oscar Espinoza, Soledad  
Ben Griffard, Street Simplified  
Vince Dant, Monterey Salinas Transit

**1. ROLL CALL**

Chair Marissa Garcia, Monterey County, 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 this month.

**2. PUBLIC COMMENTS**

None

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**3. BEGINNING OF CONSENT AGENDA**

**M / S / C: Harary /Gomez/unanimous**

3.1 **APPROVED** the Technical Advisory Committee meeting minutes for March 2, 2023.

**END OF CONSENT AGENDA**

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**4. 2023 PUBLIC PARTICIPATION PLAN**

Doug Bilse Principal Engineer introduced Miranda Taylor, Association of Monterey Bay Area Governments (AMBAG). Ms. Taylor reported that the 2023 Public Participation Plan is a comprehensive document that guides regional planning agencies and local jurisdictions in the public participation process for the tri-county Monterey Bay region that either receive federal funds or are subject to a federally required action. She noted that AMBAG, as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, prepares and adopts the Public Participation Plan at least once every four years. She noted that the 2023 Public Participation Plan will cover the four-year period from 2023 – 2026 and must comply with the current Federal Surface Transportation Act. In conclusion Ms. Garcia noted that AMBAG will engage the public and stakeholders in all programs and projects that use federal funds.

**5. TRAFFIC SAFETY ANALYTICAL TOOLS**

Doug Bilse, Principal Engineer, introduced Ben Griffard, representative from the company Street Simplified. Mr. Griffard reported that traffic safety analytics has historically been limited to the data collected by the police related to collisions and citations. He noted that the gathering and analysis of this data takes time and resulting reports are often outdated on arrival. The new technology allows agencies to collect real-time data and include new meta data and information that is not captured through collision and citation reports. Mr. Griffard noted that near misses and inappropriate driver behavior are typically overlooked in these safety audit reports because the data isn't available.

In conclusion, Mr. Griffard reported that Street Simplified is one of the many companies that provide traffic safety analytical tools. Meta data analysis can be especially useful in understanding the needs of vulnerable road users. He noted that it is also a valuable tool that meets the requirements of grant applications.

**6. ANNOUNCEMENTS**

Committee Member Brian McMinn announced that on Tuesday the City of Marina council awarded construction on the Imjin Parkway Widening Project of the Multi Modal Corridor.

Executive Director Todd Muck announced that the Regional Surface Transportation Program (RSTP) 2023 Competitive Grant Program is accepting applications and the Call for Projects deadline is June 1, 2023.

Janneke Strause announced that the 2023 Master Funding Agreement is due June 1, 2023.

Doug Bilse noted that if you have any future agenda items contact him at [bilse@tamcmonterey.org](mailto:bilse@tamcmonterey.org).

**7. ADJOURN**

The meeting was adjourned at 10:34 a.m.



**Memorandum**

**To:** Technical Advisory Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** May 4, 2023  
**Subject:** **Monterey-Salinas Transit Transit Oriented Development Planning Study**

**RECOMMENDED ACTION:**

**RECEIVE** presentation from the Monterey-Salinas Transit District regarding the Transit Oriented Development Planning Study.

**SUMMARY:**

The Monterey-Salinas Transit District (MST) is leading a planning study to identify opportunities to increase transit-oriented development (TOD) viability by enhancing multimodal connections within the *SURF!* Busway and Bus Rapid Transit project corridor through the implementation of enhanced bicycle, transit, and pedestrian facilities; and Transportation Demand Management (TDM) strategies. The project goals are to decrease greenhouse gas (GHG) emissions, reduce vehicle miles travelled (VMT) from development, and lower TOD parking requirements to collectively make TOD more effective and attractive to developers and more desirable and affordable to Monterey County residents.

**FINANCIAL IMPACT:**

The Plan will identify the most promising TOD policies, multimodal improvement packages, and TDM programs that local jurisdictions should pursue along with approaches for pursuing grant funding and project financing.

**DISCUSSION:**

The MST Transit Oriented Development study launched in summer of 2022, and is focusing on five areas surrounding key *SURF!* stations in the cities of Monterey, Seaside, Sand City, Marina, Salinas, and California State University Monterey Bay. The consultant team has completed a comprehensive Background Conditions report, which reviewed land use policies and transportation plans within the study area and identified opportunity areas and constraints for TOD and transit-supportive projects. The team has held numerous meetings with members of the study’s technical advisory committee to review the Background Conditions findings and better understand the unique land use and transportation needs in each community.

To support the Background Conditions work, the Consultant team has conducted several public outreach activities, which included holding a focus group with community-based organizations and local employers and holding a series of meetings with affordable and market-rate developers and architects. The community-based organizations and employer focus group concentrated on community travel needs, challenges with accessing transit services, and issues related to affordable and workforce housing in the region. The developer and architect meetings focused on the market potential for TOD within the study area, building department regulations, and policies related to parking.

A public survey was conducted in March 2023 to gauge community values and preferences for services near housing

sites.

The team is now working on a TOD Implementation Strategy Plan that will develop a series of recommendations for promoting TOD and first and last-mile access to *SURF!* within the study area. The Plan will include the following elements:

- A survey of TOD opportunity areas and their potential to increase housing close to transit;
- TOD “best practices” guide on development standards and policies including parking ratios;
- Bicycle and pedestrian improvements to enhance access and safety around *SURF!* Stops;
- Mobility hub features along the *SURF!* corridor such as bicycle parking, passenger pick-up/drop-off zones, and enhanced rider information systems to promote first and last-mile connectivity;
- TDM and parking policies to promote a shift from auto to transit;
- An assessment of the transit benefits of these strategies, including changes in ridership, VMT and benefit-cost analysis.

Michelle Overmeyer, Director of Planning and Innovation for MST, will provide an update on the study to the Committee at the meeting.



## **Memorandum**

**To:** Technical Advisory Committee  
**From:** Doug Bipse, Principal Engineer  
**Meeting Date:** May 4, 2023  
**Subject:** **State Legislative Update**

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### **RECOMMENDED ACTION:**

**RECEIVE** state legislative update and **PROVIDE** feedback to staff on legislation.

### **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 if they are enacted.

### **DISCUSSION:**

The draft state bill list is **attached**. Changes to the bill list adopted by the Transportation Agency Board on April 26th are indicated by cross-out and underline. The adopted 2023 legislative program is online as a **web attachment**. Staff will review the draft bill list at the meeting and request feedback from the Committee. This list was presented at the May 3rd Executive Committee meeting and any position recommendations from the Executive or Technical Advisory Committee will be presented to the Transportation Agency Board at their May 24th meeting for action.

### **ATTACHMENTS:**

- ▢ Draft bill list

### **WEB ATTACHMENTS:**

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

**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>AB 6 (Friedman)</b> <b>Transportation Planning: regional transportation plans: Solutions for Congested Corridors</b>	3/27/23 Assembly Natural Resources	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. <u>The bill adds a 60-day timeline before the public participation process for an 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.</u> 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.	<b>Watch</b> <b>Priority 1S</b>
<b>AB 7 (Friedman)</b> <b>Transportation: project selection processes</b>	3/27/23 Assembly Appropriations	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.	<b>Watch</b> <b>Priority 1S</b>

**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>AB 9 (Murasutchi)</b> <b>California Global Warming Solutions Act of 2006: emissions limit</b>	1/26/23 Assembly Natural Resources	This bill would require the California Air Resources Board to <del>ensure that statewide greenhouse gas emissions are reduced to at least 55%, rather than 40%, below the 1990 level by no later than December 31, 2030.</del> <u>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.</u>	<b>Watch</b> <b>Priority N/A</b>
<b>AB 53 (Fong)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	3/30/23 Assembly Transportation	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.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 3/24</b>
<b>AB 69 (Waldron)</b> <b>Transportation: traffic signal synchronization: roadway improvement projects</b>	2/2/23 Assembly Transportation	This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project’s effect.	<b>Watch</b> <b>Priority 14S</b>



**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>AB 295 (Fong)</b> <b>Caltrans: maintenance projects</b>	2/9/23 Assembly Transportation	<p>As amended on April 10, this bill would <del>authorize</del> require Caltrans to <u>establish a rapid response unit within the Division of Maintenance to expedite</u> <del>enter into agreements with local governmental entities, fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by Caltrans on roadways managed by Caltrans including activities related to roadside maintenance and the removal and clearing of material.</del> <u>The bill would authorize local governmental entities, fire protection districts, fire safe councils, and tribal 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.</u></p>	<p align="center"><b>Watch</b>  <b>Priority N/A</b></p>
<b>AB 463 (Hart)</b> <b>Electricity: prioritization of service: public transit vehicles</b>	3/23/23 Assembly Appropriations	<p>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.</p>	<p align="center"><b><u>SUPPORT</u></b>  <b><del>Watch</del></b>  <b>Priority N/A</b></p>
<b>AB 557 (Hart)</b> <b>Open Meetings: local agencies: teleconferences</b>	2/17/23 Assembly Local Government	<p>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.</p>	<p align="center"><b>SUPPORT</b>  <b>Priority 15S</b></p>

**TAMC Bill Matrix – May 2023**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 610 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes</b>	3/14/23 Assembly Appropriations	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.	<b>Watch</b> <b>Priority 2S</b>
<b>AB 645 (Friedman)</b> <b><u>Vehicles: speed safety system pilot program</u></b>	<u>4/3/23</u> <u>Assembly Transportation</u>	<u>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.</u>	<b><u>Watch</u></b> <b><u>Priority 9S</u></b>

**TAMC Bill Matrix – May 2023**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 744 (Carillo)</b> <b>California Transportation Commission: data, modeling, and analytic software tools procurement</b>	3/21/23 Assembly Appropriations	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.	<b>Watch</b> <b>Priority 2S</b>
<b>AB 761 (Friedman)</b> <b>Transit Transformation Task Force</b>	3/21/23 Assembly Appropriations	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.	<b>Watch</b> <b>Priority 3S</b>
<b>AB 817 (Pacheco)</b> <b>Open meetings: teleconferencing: subsidiary body</b>	3/16/23 Assembly Local Government	This bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	<b>SUPPORT</b> <b>Priority 15S</b>

**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>AB 825 (Bryan)</b> <b>Vehicles: bicycles on sidewalks</b>	3/21/23 Assembly Appropriations	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.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 930 (Friedman)</b> <b>Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts</b>	4/19/23 Assembly Local Government	As amended on April 11, this bill would authorize the legislative bodies of 2 or more local governments, defined to include cities or counties, <del>special district, or transit agency,</del> 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 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.	<b>Watch</b> <b>Priority 1S</b>
<b>AB 1335 (Zbur)</b> <b>Local government: transportation planning and land use: sustainable communities strategy</b>	3/28/23 Assembly Appropriations	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.	<u><b>OPPOSE</b></u> <del><b>Watch</b></del> <b>Priority 1S</b>

**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1379 (Papan)</b>  <b>Open meetings: local agencies teleconferencing</b></p>	<p>3/27/23                      Assembly Local Government</p>	<p>This bill, with respect to Brown Act provisions on teleconferencing, would require a legislative body electing to use teleconferencing to post agendas at a singular designated physical meeting location rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, for purposes of establishing a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or at both the designated physical meeting location and remotely. The bill would require the legislative body to have at least 2 meetings per year in which the legislative body’s members are in person at a singular designated physical meeting location.</p>	<p align="center"><b>Watch</b>  <b>Priority 15S</b></p>
<p><b>AB 1525 (Bonta)</b>  <b>Transportation Agency: allocations for projects in priority populations</b></p>	<p>3/23/23                      Assembly Transportation</p>	<p>As amended on March 16, 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, and provide at least 5 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.</p>	<p align="center"><b><u>OPPOSE</u></b>  <b>Watch</b>  <b>Priority 1S</b></p>

**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>ABx1 2 (Fong)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	12/6/22 Assembly Pending Referral	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.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 3/24</b>
<b>SB 32 (Jones)</b> <b>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</b>	3/27/23 Senate Environmental Quality	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.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 3/24</b>

**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>SB 304 (Laird)</b> <b>Monterey-Salinas Transit District: public contracting</b>	4/14/23 Senate Appropriations	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.	<b>SUPPORT</b> <b>Priority 16S</b> <b>Letter sent 3/24</b>
<b>SB 411 (Portantino)</b> <b>Open meetings: teleconferences: bodies with appointed membership</b>	4/10/23 Senate Governance & Finance	This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.	<b>Watch</b> <b>Priority 15S</b>

**TAMC Bill Matrix – May 2023**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 537 (Becker)</b> <b>Open meetings: local agencies: teleconferences</b>	4/10/23 Senate Governance and Finance	As amended on March 7, this bill would authorize certain legislative bodies to use alternate teleconferencing provisions like the emergency provisions indefinitely and without regard to a state of emergency. 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 would define “legislative body” for this purpose to mean a board, commission, or advisory body of a multijurisdictional cross county agency, the membership of which board, commission, or advisory body is appointed, and which board, commission, or advisory body is otherwise subject to the Brown Act. The bill would define “multijurisdictional” to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity.	<b>SUPPORT</b> <b>Priority 15S</b>
<b>SB 614 (Blakespear)</b> <b>Transportation Development Act</b>	2/22/23 Senate Rules	Spot bill for legislation to modify the Transportation Development Act.	<b>Watch</b> <b>Priority 12S</b>
<b>SB 617 (Newman)</b> <b>Public contracts: progressive design-build: local and regional agencies</b>	4/14/23 Senate Appropriations	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.	<b>SUPPORT</b> <b>Priority 8S</b> <b>Letter sent 3/24</b>



**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>SB 670 (Allen)</b> <b>Vehicles miles traveled: maps</b>	4/14/23 Senate Environmental Quality	As amended on March 20, 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 vehicle miles traveled and to develop maps accordingly to display average vehicle miles traveled per capita in the state at the local, regional, and statewide level.	<b>Watch</b> <b>Priority 3S</b>
<b>SB 677 (Blakespear)</b> <u><b>Intercity rail: LOSSAN Rail Corridor</b></u>	<u>4/17/23</u> <u>Senate Transportation</u>	<u>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.</u>	<b>Watch</b> <b>Priority 7S</b>
<b>SB 695 (Gonzalez)</b> <b>Department of Transportation: state highway system: public data portal</b>	4/17/23 Senate Appropriations	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.	<b>Watch</b> <b>Priority 3S</b>

**TAMC Bill Matrix – May 2023**

Measure	Status	Bill Summary	Recommended Position
<b>SB 746 (Eggman)</b> <b>Energy conservation contracts: alternate energy equipment: electrolytic hydrogen</b>	4/17/23 Senate Energy Utilities and Commerce	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 electrolytic hydrogen energy conservation projects and to enter contracts relating to the financing, construction, operation, and use of electrolytic 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 electrolytic hydrogen produced by the energy conservation facility on their terms.	<b>SUPPORT</b> <b>Priority 4S</b>
<b>SB 825 (Limón)</b> <b>Local government: public broadband services</b>	4/17/23 Senate Floor-Consent File	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.	<b>SUPPORT</b> <b>Priority 6S</b> <b>Letter sent 3/24</b>
<b>SBx1 1 (Jones)</b> <b>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</b>	3/28/22 DIED	This bill is identical to SB 32. It 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. It 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.	<b>OPPOSE</b> <b>Priority 1S</b> <b>Letter sent 3/24</b>



## Memorandum

**To:** Technical Advisory Committee  
**From:** Janneke Strause, Transportation Planner  
**Meeting Date:** May 4, 2023  
**Subject:** Competitive Grants - Review Committee

### **RECOMMENDED ACTION:**

**NOMINATE** up to four members of the Technical Advisory Committee to serve on the TAMC Competitive Grant Application Review Committee.

### **SUMMARY:**

The Transportation Agency Board approved a new cycle of competitive grants at its March 2023 meeting. The grant applications for projects proposed for funding are due June 1, 2023. Agency staff is seeking to establish an ad hoc committee to review and rank the applications, and provide funding recommendations.

### **FINANCIAL IMPACT:**

The three-year estimated funding of Regional Surface Transportation Program is \$3,600,000 for fair share and up to \$10,750,000 for the competitive program. The \$10,750,000 includes \$10,000,000 of new Regional Surface Transportation Program funds and \$750,000 of new Transportation Development Act 2% for bicycle and pedestrian project funds.

### **DISCUSSION:**

The Surface Transportation Block Grant Program (formerly the "Regional Surface Transportation Program" or "RSTP") is a federal program that provides states and local jurisdictions with funding for highway improvements, street rehabilitation and transportation enhancements. The Transportation Agency receives an annual apportionment of these funds passed through the State. Because Monterey County didn't have an urbanized area with a population of greater than 200,000 in the 1990 census, it qualified for the state exchange program, whereby Caltrans keeps the federal Surface Transportation Block Grant Program apportionments for a region and gives the regional agency an equivalent amount of state cash.

The Transportation Agency distributes these funds in both fair-share and competitive programs. Monterey County and the cities receive fair-share funds based on a formula of 50% population and 50% centerline miles. The total fair share allocation over the next three years is \$3.6 million.

The Transportation Agency distributes the remaining portion of the funding on a competitive basis to transportation projects based on a variety of criteria, including safety, traffic volume and project readiness. The competitive grants process starts with a call for projects, which was approved by the Transportation Agency Board at the March 2023 meeting, and the release of grant application materials (more information is included in the **Web Attachment**).

With the grant application deadline set at June 1, 2023, staff is seeking to establish an ad hoc committee made up of members of the Bicycle & Pedestrian Committee, Technical Advisory Committee, partner agencies, and Transportation Agency staff to review and rank the applications, and provide funding recommendations to the Transportation Agency Board of Directors. Staff is requesting that at the meeting the Committee nominate up to four members for the grants review committee.

**WEB ATTACHMENTS:**

[2023 Competitive Grant Program - Call for Projects](#)



## Memorandum

**To:** Technical Advisory Committee  
**From:** Doug Bipse, Principal Engineer  
**Meeting Date:** May 4, 2023  
**Subject:** Safe Streets for All Grant

### **RECOMMENDED ACTION:**

#### **Safe Streets for All:**

1. **RECEIVE** presentation on upcoming Safe Streets for All grant program; and
2. **PROVIDE** input on potential grant application sponsored by TAMC.

### **SUMMARY:**

The federal Safe Streets for All 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. The Safe Streets for All grant program is soliciting applications for the next cycle and they are due July 10, 2023.

### **FINANCIAL IMPACT:**

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, with \$1 billion appropriated for fiscal year 2023. Additionally, the Department of Transportation has \$177,213,000 in FY 2022 carryover funds set aside for Planning and Demonstration Grants as well as certain eligible safety planning and demonstrative activities that may be included under an Implementation Grant request. Therefore, the program makes available up to \$1,177,213,000 for FY 2023 grants. The grant funds are available for use by a grant recipient until 5 years after the date on which the grant is provided. The federal share of project costs will not exceed 80%, and recipients are required to contribute a local match of no less than 20% of eligible costs.

### **DISCUSSION:**

In November 2021, the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, was passed into law. It established the new Safe Streets and Roads for All (SS4A) discretionary grant program, which supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives. Funding for the program is distributed competitively and eligible applicants include: Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Associations (RTPAs), Local Agencies, and Tribes.

There are two types of SS4A grants:

- **Planning and Demonstration Grants** provide funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration grants may also fund supplemental Action Plan activities in support of an Action Plan, or demonstration projects in support of an

Action Plan. The expected minimum and maximum award range is \$100,000 to \$10 million.

- **Implementation Grants** provide funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies may be infrastructure, behavioral, and/or operational activities. Implementation Grant funding requests may also include project-level planning and design activities, supplemental Action Plan activities in support of an existing Action Plan, and demonstration activities in support of an Action Plan. Applicants must have a qualifying Action Plan that meets the eligibility requirements to apply for Implementation Grants. The expected minimum and maximum award range is \$2.5 million to \$25 million.

The selection criteria used in the grant award process is expected to reflect the following desirable outcomes:

- Is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators, within a timeframe proposed by the eligible entity;
- Demonstrates engagement with a variety of public and private stakeholders;
- Seeks to adopt innovative technologies or strategies to promote safety;
- Employs low-cost, high-impact strategies that can improve safety over a wider geographical area;
- Ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries; and
- Includes evidence-based projects or strategies.

If a higher-level jurisdiction (e.g., an MPO or county would be a higher-level jurisdiction for a city or town) has an existing plan in place, or is in the process of completing an Action Plan, an eligible applicant can apply for supplemental planning or demonstration activities without its own plan as long as: 1) the higher-level jurisdiction's Action Plan's geographic boundaries covers the eligible applicant's jurisdiction; 2) the proposed activities are coordinated with the high-level jurisdiction, and the application demonstrates such coordination; and 3) the activities will inform the Action Plan of the higher-level jurisdiction.

The Transportation Agency is considering submitting an application for Safe Streets for All funds to develop a regional action plan that acts as an umbrella for all partner agencies. This would allow partner agencies to apply for implementation grants in future funding cycles. The scope of work being considered for a TAMC application to develop the action plan might include the following components:

1. Establish a Vision Zero Task Force
2. Organize and conduct community engagement outreach
3. Collect and Evaluate Data
4. Develop implementation strategies and recommended actions
5. Prepare an Action Plan

Agency staff will provide an update on the grant program and seek feedback from the Committee on the potential application for a regional Vision Zero program.

**WEB ATTACHMENTS:**

[Safe Streets for All Grant Program](#)