



## **CEAC Transportation Policy Committee**

16<sup>th</sup> Annual CEAC Policy Conference

Thursday, September 16, 2021|9:00 am - 10:30 am

Join Zoom Meeting

<https://us02web.zoom.us/j/89718363303?pwd=enVUWlU0WGFXZXBXcjBKcmlzRGV4QT09>

Meeting ID: 897 1836 3303

Passcode: CEAC2021

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### **AGENDA**

Chair, David Fleisch, Ventura County

Vice Chair, Stephen Kowalewski, Contra Costa County

Vice Chair, Najee Zarif, San Joaquin County

Vice Chair, Jeff Moneda, San Diego County

- |          |      |  |
|----------|------|--|
| 9:00 am  | I.   | <b>Welcome and Opening Remarks</b><br><i>Chair, David Fleisch, Ventura County</i>  |
| 9:05 am  | II.  | <b>2022 CEAC Legislative Priorities and Policy Guidelines – Action Item</b><br><i>Chris Lee, CSAC Legislative Representative</i><br><i>Marina Espinoza, CSAC Senior Legislative Analyst</i><br>Attachment One: CEAC 2021-2022 Legislative Priorities<br>Attachment Two: CEAC 2021-2022 Policy Guidelines   |
| 9:20 am  | III. | <b>Statewide Local Streets and Roads Needs Assessment Update</b><br><i>David Leamon, Public Works Director, Stanislaus County</i><br>Attachment Three: Needs Assessment Executive Summary<br>Attachment Four: Needs Assessment Fact Sheet  |
| 9:35 am  | IV.  | <b>Federal Infrastructure Funding and State Legislative Update</b><br><i>Joe Krahn, CSAC Federal Representative, Paragon Government Relations</i><br><i>Chris Lee, CSAC Legislative Representative</i>   |
| 9:55 am  | V.   | <b>Federal Earmark Process Discussion</b><br><i>David Fleisch, Assistant Director, Ventura County Public Works</i>   |
| 10:05 am | VI.  | <b>Committee Updates</b> <ul style="list-style-type: none"><li>• California Traffic Control Devices Committee (CTCDC)</li><li>• Highway Bridge Program (HBP) Advisory Committee</li><li>• Federal Lands Access Program (FLAP) Programming Decisions Committee</li><li>• Strategic Highway Safety Plan (SHSP) Steering Committee</li></ul> Attachment Five: SHSP Update |
| 10:30 am | VII. | <b>Adjournment</b>   |

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**Zoom call-in instructions:**

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Meeting ID: 897 1836 3303

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## **LIST OF ATTACHMENTS**

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### **2022 CEAC Legislative Priorities and Policy Guidelines – Action Item**

Attachment One .....CEAC 2021-2022 Legislative Priorities

Attachment Two .....CEAC 2021-2022 Policy Guidelines

### **Statewide Local Streets and Roads Needs Assessment Update**

Attachment Three .....Needs Assessment Executive Summary

Attachment Four .....CEAC 2021-2022 Policy Guidelines Needs  
Assessment Fact Sheet

### **Committee Updates**

Attachment Five .....SHSP Update

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**Attachment One**  
CEAC 2021-2022 Legislative Priorities



## 2021-22 CEAC Policy and Legislative Priorities

The on-going Legislative and Administrative Policy Guidelines are best achieved through collaboration and shared responsibility. To achieve the following, CEAC, CSAC staff, and individual county staff must combine resources, including policy and technical knowledge and expertise to maximize our influence, efficacy, and successful outcomes.

### STATE PRIORITIES

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#### Transportation

1. California Implementation of Federal Transportation Reauthorization. CSAC will advocate for county priorities in California's implementation of any new federal transportation bill, including maximizing and protecting dedicated funding for local bridges, prioritizing fix-it-first investments, infrastructure hardening, and maximizing funding for local safety and active transportation projects.
2. Protect State Transportation Funding and Promote Streamlining. CSAC staff will continue to monitor the allocation of state transportation revenues to counties and oppose any effort to use transportation revenues outside their intended purposes. Moreover, CSAC staff will continue to proactively seek additional flexibility for counties and streamline project delivery and environmental review processes.
3. ~~Recycled Materials Standards for Local Roadways. Support efforts that promote adoption of specifications allowing the use of recycled material when sufficient local flexibility is provided. CSAC staff will identify opportunities to support the use of recycled materials for maintaining and rehabilitating streets and highways with appropriate exceptions based on local conditions. CSAC staff will oppose policies that impose overly prescriptive requirements related to the use of recycled materials.~~
- 4.3. Traffic Safety and Collision Reduction. CEAC will identify opportunities to support policies intended to reduce traffic-related fatalities and injuries by promoting vehicle, pedestrian, and bicycle safety. CSAC staff will support legislative efforts to reduce speeds on local streets and roads and efforts to improve roadway infrastructure, enhance traffic safety enforcement, support public education and traffic safety campaigns, and improve safety data.
- 5.4. City and County Pavement Improvement Center. Participate in and support the work of the City and County Pavement Improvement Center (CCPIC). Work with CEAC's governing board members to ensure CCPIC does not duplicate efforts of other academic institutions and that the technical trainings, research, etc. are focused on the priorities identified by the CEAC and League of California Cities membership. CSAC staff will

focus on partnering with other agencies and educational institutions to provide ongoing funding for the CCPIC and contribute to the growth of the CCPIC program.

6-5. Develop CSAC Policy on Autonomous Vehicles and Emerging Technology.

Technological advancements, including autonomous vehicles and associated infrastructure, are rapidly changing. Counties may already be responding to, and deploying, new technology. As technology continues to change, CSAC must be poised to respond and ensure, at minimum, any new mandates are funded. CSAC staff will work with the CEAC Transportation Policy Committee to develop and recommend to CSAC new policy.

7-6. Explore Road User Charge Policy Options. Work with CSAC to reexamine the association's position on mileage-based user charges as an eventual replacement for the gasoline excise tax. As improvements in the fuel efficiency of vehicles reduces gas tax revenue per mile travelled, alternatives to the gas tax are being seriously considered by transportation stakeholders. CEAC will study the policy implications of mileage based user fees and work with CSAC to develop positions on this method of taxation, which will be the focus of extensive study and a state pilot project over the next several years.

## Land Use

1. Ensure Adequate Funding for Infrastructure Impacted by Development. ~~AB-879 (Grayson, 2017) requires the Department of Housing and Community to study how to reduce fees imposed on new development pursuant to the Mitigation Fee Act and publish a report in 2019.~~ Support proposals which promote housing development by adequately funding infrastructure, but oppose measures that arbitrarily limit fees or other exactions necessary to support county infrastructure, or facilities, required by new development. ~~Legislative action on Mitigation Fee Act was delayed in 2020 due to the COVID-19 crisis and requests from CSAC and other local government groups. In 2021, this issue is likely to be at the forefront once again.~~
2. Fund Infill Infrastructure. Support funding sources for infrastructure related to infill projects that fall under applicable streamlining, including the Affordable Housing and Sustainable Communities grant program, as well as other proposals to fund infill infrastructure in tandem with affordable housing development, including proposals for a bond measure.
3. Subdivision Map Act. Oppose legislation to reform the California Subdivision Map Act that removes or decreases local control and conditional use requirements.
4. Protect Rule 20A. Oppose legislation or Public Utilities Commission (PUC) action that threatens Rule 20A for overhead/underground conversion project funding. Engage in Phase 2 of the PUC proceeding to advocate for continued availability of ratepayer funding for Rule 20A projects, expansion of the public interest criteria, and changes to make the program more accessible to disadvantaged unincorporated communities.

## **Resource Recovery and Waste Management**

1. AB 1826 and SB 1383 Implementation. Engage in CalRecycle and the Air Resources Board's process for implementing AB 1826 and SB 1383 which creates an organic management program in California. Continue to advocate for resources for local governments to develop the necessary infrastructure to implement organics diversion programs.
2. Conversion Technology. Support legislative efforts to advance the development, design and implementation of conversion technologies.
3. Funding for Resource Recovery infrastructure. Advocate for sustainable and diverse funding streams to develop and manage the infrastructure necessary to manage California's waste and recycling needs.
4. Market Development. Support legislative efforts to expand local markets for recyclable materials, to support limits on single use plastics, to support producer responsibility, to support bottle bill reform for CRV buyback programs and support efforts to increase requirements for recyclable contents in products.

## **Flood Control & Water Resources**

1. Stormwater Funding Outreach and Engagement Effort. Increase public awareness and countywide support for stormwater programs by providing education and information on the needs, challenges, and benefits of stormwater and flood control programs throughout the state.
2. Stormwater Funding. Continue to support the development of a funding mechanism that would allow cities and counties to finance compliance with Clean Water Act permit requirements, stormwater capture and flood protection services.
3. Waters of the State Dredge and Fill Rulemaking Implementation. Develop reliable and comprehensive data regarding the implementation of the State Water Board's new dredge and fill regulations to advocate and inform the Water Board and stakeholder about the real impacts of the regulation.
4. Resiliency. Support for resources to make flood control and county infrastructure resilient to climate change and natural disasters.

## **Surveyor**

1. Surveyor Recorder Relationship Clean-up. Support coordinated effort with the County Recorders Association to update outdated language in the Government Code relating to transfer and sharing of documents, through Senate Committee on Governance and Finance Omnibus bill.

2. Surveyor Monument Preservation. Support legislation that would simplify the collection of the Monument Preservation Fund Fee.

## FEDERAL PRIORITIES

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### Transportation

1. Federal Transportation Reauthorization and Emergency Aid. Support reauthorization of a federal transportation bill consistent with the priorities adopted by CEAC and CSAC. CSAC staff will advocate for backfilling lost local transportation fuel tax revenues due to the COVID-19 crisis in federal emergency aid legislation, as well as funding for local bridge, safety, and active transportation projects. Finally, CSAC will request direct subventions to counties for transportation infrastructure in any federal infrastructure package outside of the traditional highway funding bill process.
2. CEQA-NEPA Reciprocity. ~~Now that CSAC/CEAC successfully advocated for a reduction to the Statute of Limitations under the FAST Act's program allowing states to meet federal National Environmental Policy Act (NEPA) requirements with state environmental review, build and work with a coalition of transportation stakeholders to ensure California applies to participate and if approved, that Caltrans and FHWA implement a California reciprocity program in a manner that reduces duplication and is not equally or more burdensome. CEAC s~~Supports delegation of NEPA authority to the local/regional level so that counties can participate directly in the CEQA-for-NEPA the program. Such a change would allow California to implement a California reciprocity program in a manner that reduces duplication and is not equally or more burdensome than the current process.
3. Offset Impacts from Federal Lands. Support continued federal funding to offset impacts to counties from federal lands, such as the Secure Rural Schools program.

### Flood Control

1. Clean Water Act. Support legislation that would amend Section 404 of the Clean Water Act to provide a narrow exemption for maintenance activities involving the removal of sediment, debris and vegetation from flood control channels and basins.

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**Attachment Two**  
CEAC 2021-2022 Policy Guidelines



## 2021-22 CEAC Legislative & Administrative Policy Guidelines

The on-going Legislative and Administrative Policy Guidelines are best achieved through collaboration and shared responsibility. To achieve the following, CEAC, CSAC staff, and individual county staff must combine resources, including policy and technical knowledge and expertise to maximize our influence, efficacy, and successful outcomes.

### TRANSPORTATION

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1. Continue to support and leverage resources for the California Statewide Local Streets and Roads Needs Assessment efforts. Continue to work with counties, cities, regional agencies, and Caltrans to secure funding for the needs assessment contract. Continue working with the California Local Highway Bridge Program Advisory Committee to enhance the bridge needs analysis of the report by adding a new, standalone section to it that focuses specifically on local bridge needs. Consider enhancing future reports by including an analysis of the need of funding for active transportation infrastructure and other capital improvements and explore potential funding opportunities to cover the cost of completing such an analysis.

2. Continue to monitor state transportation funding to ensure the funding commitment pursuant to the base gas tax, fuel tax swap, and SB 1 - the Road Repair and Accountability Act of 2017 is met. Work with the Legislature, Administration, California Department of Tax and Fee Authority, State Controller's Office, the Department of Finance, and transportation stakeholders to explore ways to improve the administration of the transportation tax swap.

Continue to protect the allocation of SB 1 transportation revenues to counties so that these funds are used for their intended purpose and advocate against efforts that would require counties to consult with other local governments prior to spending these funds.

3. Continue to support the current formula for allocation of Proposition 42 replacement revenues (Highway User Tax Account, Section 2103) and in particular the local streets and roads monies.
4. Continue to work with the California congressional delegation to achieve a long-term reauthorization of the Secure Rural Schools Act (SRS) to off-set the impacts of removing the National Forest System lands from economic development.
5. Continue to support lowering the voting threshold below the current two-thirds requirement for the imposition of sales taxes for infrastructure. Furthermore, support efforts to allow unincorporated areas to pursue local sales tax measures solely for services in the unincorporated area of the county.

6. Monitor Caltrans's efforts to propose regulations or efforts that exceed their statutory authority regarding implementation of Transportation Development Act (TDA) law to prohibit those actions from infringing upon statutory authority of local agencies.
7. Support restoration of the fuel tax to the State's Aeronautics Fund for General Aviation airports.
8. Monitor any potential changes by the California Transportation Commission (CTC) to change the STIP Guidelines in relation to flexibility to utilize STIP monies for local rehabilitation. Pursue statutory clarification of this eligibility if necessary.
9. Support efforts to identify safety and other critical needs for the rural transportation system and support additional funding for such purposes.
10. Strengthen policy and legislative development for statewide transportation issues with the transportation planning agencies, including the California Councils of Government (CALCOG) and Rural Counties Task Force to ensure local governments are united in their advocacy efforts.
11. Support the distribution of any future statewide transportation dollars amongst counties based on 75 percent registered vehicles and 25 percent maintained miles.
12. Support legislation to amend the Vehicle Code Section 34501.2 to exempt drivers' hours of service for road maintenance agency personnel during emergencies from the 80 hours in any 8 consecutive days requirement.
13. Support legislation that categorically exempts road safety projects from CEQA and state and federal permitting requirements (i.e. 404 permits, 1601 agreements).
14. Support legislation at both the state and federal level on telecommunications and electrical restructuring policy to ensure that local governments; are adequately compensated for use of public rights-of-way, 2) control access of such rights-of-way, and 3) retain zoning authority over placement of satellite dishes, cellular towers and antennas.
15. Continue to monitor Metropolitan Planning Organizations (MPOs) to ensure that their authority in the transportation area is restricted to planning and programming.
16. Continue CEAC participation at various forums (i.e. RTPA & Caltrans monthly meetings, California Transportation Commission, etc.)
17. Support legislation to require a County Franchise and encroachment permit control of all water and electric distribution facilities in order to restore lost revenues to counties and to regain control of right-of-ways.
18. Monitor legislation that mandates a certain percentage of county fleets to be of a specific nature, including but not limited to: zero emissions vehicles, alternative fuel vehicles, and dual fuel vehicles.
19. Support legislative efforts to allow pre-qualification of contractors on public works projects and seek amendments to that legislation to increase enforcement and oversight of the Contractor's State License Board, including more exhaustive background and criminal investigation during the initial licensing of contractors.

20. Support legislative efforts to regain local authority in determining the financial viability of sureties involved in public works contracts.
21. Conduct as needed meetings between AGC/CEAC/League/ACEC and other groups on issues of mutual interest.
22. Continue to represent county interests on legislation relating to force account limits and mandatory participation within the California Uniform Construction Cost Accounting Act.
23. Work with coalition partners to support legislation that will promote safety for students travelling via active modes by allowing local governments to expand school zones based upon engineering studies and providing disincentives, including points on driver's licenses, for violation of traffic laws within school safety zones.
24. Support efforts to increase the minimum Surface Transportation Program (STP) funding guarantees for smaller, rural counties. The current minimum STP guarantees are a legacy of the Federal Aid Urban/Federal Aid Secondary route designations formerly used to apportion federal transportation funding. While the designations are no longer used, counties with systems that were previously designated Federal Aid Secondary have not seen their STP minimum allocation increased since 1993. CEAC will support policies to ensure that STP minimum funding amounts for counties are indexed to increases in the overall STP funding available to the state.
25. Support policies that reduce traffic-related fatalities and injuries by promoting vehicle, pedestrian, and bicycle safety.
26. Monitor the California State Transportation Agency's implementation of the Climate Action Plan for Transportation Infrastructure.
- 25-27. Support efforts to promote use of recycled material when sufficient local flexibility is provided. Oppose policies creating overly-prescriptive requirements related to the use of recycled materials.

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## TRANSPORTATION & FLOOD CONTROL

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1. Support legislation amending the Clean Water Act to include the definition of a transportation structure that was presented in the Guidance for the Uniform Application of the Regulations throughout the South Pacific Division (PGL 0-98-02 issued on May 29, 1998). Specifically section 5.a which exempts serviceable transportation structures, including roads, whether constructed on embankments or not, road embankments, culverted road crossings, and bridge piers, bridge columns, bridge piles, and pile caps.
2. Support legislation that requires all changes to Endangered Species Act to address the impact of the proposed legislation on service delivery and as necessary augment staffing levels to the level of no impact.
3. Facilitate better communication between State and Federal regulatory agencies in order to expedite the delivery of public works projects (i.e. direct City/County/State/Federal Cooperative Committee to pursue this objective).

4. Support legislation that exempts the maintenance of existing public works facilities/infrastructure from permit requirements under the Endangered Species Act.
5. Support reform of the Federal and State Endangered Species Acts based on adopted CSAC policy which supports the Act, being more responsive to local concerns (i.e. better science on which to base decision, a plan for recovery of the species, a definition of other impacts related to the protection of the species, and broader public review forums prior to the designation of an endangered species), and taking into account socioeconomic impacts of Endangered Species Act programs.
6. Monitor actions that require any state fee or charge to be directly related to cost of review (i.e. California State Water Resources Control Board, Regional Water Quality Control Board permits for roadway and bridge construction projects).

## **FLOOD CONTROL**

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1. Support funding of the State Flood Control Subvention Program. Support the development of bond program guidelines that help provide more resources to counties and public works programs.
2. Support legislation that would provide local jurisdictions with more flexibility and options to fund storm water programs.
3. Continue to support legislation that would amend the California Constitution to exempt fees and charges for flood control, storm water, street lighting and urban runoff management from Proposition 218.
4. Support additional statutory changes to address outstanding SB 5 (Chapter 364, Statutes of 2007) implementation issues.
5. Support streamlining of FEMA's administrative processes under the public assistance program.
6. Support changes to the State Water Resources Control Board's proposed Wetland and Riparian Protection Policy that results in a reasonable requirement that will have the least impact on the development, operation, and maintenance of essential public works projects and facilities.
7. Oppose federal cost-cutting endeavors made at the expense of state and local governments.
8. Support an exemption for routine maintenance of flood control facilities from the Clean Water Act's Section 404 permit requirements.
9. Support an amendment to Section 1601 of the State Fish and Game Code that exempts from the Streambed Alteration Agreement process: routine maintenance and preventative repair of existing flood control facilities; reconstruction of damaged flood control facilities; and, any activity which would impact up to three acres of jurisdictional area.
10. Oppose any attempts to impose requirements of the Surface Mining and Reclamation Act (SMARA) on county flood control and water conservation district activities.
11. Monitor implementation of Federal NPDES Storm water Regulation Phase II.

12. Support legislation, which exempts the act of Section 401 Clean Water Act certification by the State Water Resources Control Board (SWRCB) from review under the California Environmental Quality Act (CEQA).
13. Encourage the development of a statewide baseline Phase I NPDES permit which would include a definition of maximum extent practicable (MEP), safe harbor provisions, and state funding of inspections of state permitted facilities.
14. Participate in discussions with the State Water Resources Control Board regarding water quality violations by small sewer treatment plants.
15. Support efforts to reduce liability for public agencies to perform “Good Samaritan” cleanup of abandoned mines and concentrated environmental hazardous waste on private property.
16. Support efforts to develop new, or expand existing, storage capacity for flood control, water supply and environmental use.
17. Support legislation that authorizes/requires the Department of Water Resources to enter into funding partnerships with local agencies to study the adequacy of complete local flood control systems.
18. Support legislation that promotes a comprehensive plan for increased flood protection statewide.
19. Support legislation that promotes coordination of DWR, FEMA, and ACOE flood protection and flood plain management regulations.
20. Oppose legislation that shifts state or federal flood control liability or obligations to local agencies.
21. Support increased funding for integrated regional water management implementation.
22. Continue to work with the Department of Water Resources during the implementation phases of the Statewide Flood Control Needs Assessment as encapsulated in DWR’s Flood Futures Report.
23. Support Delta solutions that are implemented in a manner that protects existing water rights, water quality, agriculture viability, Delta governance and flood management.
24. Support efforts to better coordinate agencies responsible for addressing illegal homeless encampment issues on public property.
25. Encourage regulatory agencies responsible for protection of habitat and wildlife to enforce protection regulations on private properties.
26. Support bill proposals to improve water quality by regulating and controlling source contaminants.
27. Support legislation that would amend Government Code Section 8690.6(b) to increase the amount on the unencumbered balance in the Disaster Response Emergency Operations Account.

28. Support legislation that would allow and encourage state and federal regulatory agencies to offer service agreements with large-volume public entity or utility applicants and permittees to fund additional personnel or contractors needed for expeditious permit processing.

## **LAND USE**

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1. Expand current SB 375 CEQA streamlining for specified infill projects to all infrastructure necessary to support that development.
2. Support funding sources for infrastructure related to infill projects that fall under the CEQA streamlining in SB 375.
3. Support CEQA streamlining for infrastructure necessary to support infill development.
4. Support guidelines for the Affordable Housing and Sustainable Communities grant program, and other programs funded with cap and trade auction proceeds, that ensure that counties are well-positioned to take advantage of these funding opportunities
5. Support proposals which promote housing development by adequately funding infrastructure, but oppose measures that arbitrarily limit fees or other exactions necessary to support county infrastructure, facilities, or services required by new development.

## **SURVEYOR**

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1. Include funding for horizontal and vertical control surveying networks to support transportation infrastructure construction in future infrastructure funding legislation.
2. Support legislation that would allow use of no more than 25% of the Survey Monument Preservation Fund for examining of records of survey and corner records so that the cost of service is covered.
3. Participate in the California Geographic Information Association and the California Geographic Information Coordinating Council.
4. Support funding for Counties' Geographic Information Systems (e.g. authorize local agencies to recover full costs of creating and maintaining automated records).
5. Support legislation which will allow use of a non-conditional lot line adjustment map to replace the lot line adjustment process.

## **RESOURCE RECOVERY & WASTE MANAGEMENT**

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1. Support legislation that requires state, federal, and other public agencies to comply with diversion mandates set forth by AB 939. If for some reason these agencies are unable to comply, their waste shall be excluded from local jurisdiction's base and reporting years - "total waste generated". Therefore, local jurisdictions shall not be required to divert waste that is generated by state, federal facilities or other public agencies, such as school districts.
2. Oppose legislation that would allow low-level radiation disposal at Class III municipal landfills.
3. Support legislation to incorporate more recycled materials (especially waste tires) into Caltrans road construction/rehabilitation projects.

4. Support legislation and collaborate with other organizations that would increase manufacturer responsibility and product stewardship.
5. Support legislation that enables local agencies to enter into waste hauling contracts that provides for cost-effective implementation of AB 939.
6. Support policies and legislation that aims to promote improved markets for recyclable materials, and encourages: the use of recycled content in products sold in California; the creation of economic incentives for the use of recycled materials; and the expansion of the Beverage Container Recycling Grant Program.
7. Support legislation that provides funding for local organics infrastructure development.
8. Oppose legislation that increases or creates surcharges on local landfills to fund State programs having limited benefit to local jurisdiction's solid waste programs.
9. Support legislation that would promote development of conversion technologies, with full diversion credit, as an alternative to land filling, and provide state funding to local jurisdictions for such projects.
10. Support administrative and/or legislative changes that would, for the purpose of measuring compliance with requirements of the California Integrated Waste Management Act of 1989, focus on diversion programs rather than diversion or per capita disposal rates.
11. Support administrative and legislative changes to impose penalties on haulers and solid waste facilities for misrepresenting the origin of waste disposal data.
12. Support legislation that ensures local government's authority to direct the flow of waste.
13. Monitor all legislative, regulatory and administrative (i.e., rules, policies, guidelines, and procedures) proposals, including those from regulatory agencies relating to solid waste management (i.e., double liner requirements).
14. Support administrative and legislative efforts to eliminate overlap and enhance coordination between the Department of Resources, Recycling and Recovery, air districts and other Cal EPA agencies and oppose contradictory goals and missions among state agencies.
15. Support administrative and legislative changes that would enhance coordination of programs and regulations between the Department of Resources, Recycling and Recovery and the State Water Resources and Regional Water Quality Control Boards regarding collection of trash/debris before it enters the waters of the state and its effects on waste diversion activities.
16. Support legislation that protects local solid waste franchising and fee-setting authority and oppose legislation that imposes unfunded mandates on local governments, places local governments in a position of monitoring and/or enforcing compliance with state regulations that should be the responsibility of the state agency that promulgates the regulations, or subjects local agencies to civil penalties for actions or decisions made by private companies.

17. Support legislation requiring manufacturer responsibility and/or point-of-sale surcharges for universal, special and hazardous wastes.
18. Support legislation that encourages and provides economic incentives for the conversion of landfill gas as a renewable energy resource and its role in meeting California's Renewable Portfolio Standard.
19. Support reliable funding, meaningful market development, solid waste siting reform and additional tools, including conversion technology, as necessary components to any new solid waste diversion requirement.

## **TRANSPORTATION, RESOURCE RECOVERY AND WASTE MANAGEMENT & FLOOD CONTROL**

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1. Monitor and respond to legislative and regulatory activities of the State Water Resources Control Board (SWRCB).
2. Support legislation that places on regulatory agencies provisions similar in nature to those in Fish and Game Code Section 1600 regarding application processing deadlines for publicly-owned infrastructure projects.
3. Support legislation that would reduce State staffing redundancies and streamline State permit processes by directing State regulatory agencies to defer fish and wildlife and habitat mitigation requirements to the State Department of Fish and Wildlife.

## **DESIGN IMMUNITY**

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1. Consistent with CSAC policy related to tort reform – that government should not be more liable than private parties and in some cases there is reason for government to be less liable than private parties:
  - a. Support proposals to mitigate the effects of joint and several liability upon public entities by limiting liability to any party to be responsible for their own proportion of damages.
  - b. Support proposals to strengthen the statutory immunities associated with the operation of public infrastructure such as immunities under Government Code Section 830 et seq.
  - c. Support proposals that limit post judgment interest and/or that provide public entities with the flexibility in paying judgments over time.
  - d. Support proposals to mitigate the effects of liability upon public entities by applying the Doctrine of Comparative Fault to inverse condemnation actions.

## **MISCELLANEOUS**

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1. Sponsor resolution that encourages the California State University System to provide additional educational opportunities for potential engineering, technical, and surveying students.

## ADMINISTRATIVE RESPONSIBILITIES

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1. Coordinate, design, format and assist in the preparation of the CEAC Annual Report.
2. Coordinate, develop and format CEAC Policy and Legislative Priorities on an annual basis.
3. Coordinate, develop and format CEAC Legislative and Administrative Policy Guidelines on an annual basis.
4. Attend, prepare agendas, secure speakers and provide presentations at CEAC policy committee meetings (at a minimum of three meetings a year per committee)
  - a. Transportation
  - b. Land Use
  - c. Flood Control and Water Resources
  - d. Resource Recovery and Waste Management
  - e. Surveyor
5. Attend and provide presentations, as available, at CEAC regional meetings (they meet at a minimum of two to three times a year each)
  - a. Northern California Region
  - b. Bay Area Region
  - c. Central Coast Region
  - d. Sacramento Mother-Lode Region
  - e. San Joaquin Valley Region
  - f. Southern California Region
6. Attend and provide presentations at CEAC Board of Director meetings (at a minimum of three times a year).
7. Assist in preparation and organization of the CEAC spring and fall conferences, as well as the CEAC policy conference. Coordination includes development and organization of the CEAC guest program, annual NACE president's dinner, recruiting and coordinating conference speakers and sponsors, reserving adequate meeting rooms, catering, audio-visual, transportation, registration, etc.
8. Coordinate & monitor the CEAC Hospitality Suite: appropriate room, site visits, cleanup, etc.
9. Reconcile the financial accounting for the spring & annual conferences between CEAC, the League and CSAC working as the liaison between the CSAC director of finance and CEAC treasurer.
10. Update and maintain accurate CEAC databases.
11. Coordinate and publish CEAC documentation:
  - a. designing announcements
  - b. programs
  - c. agendas
  - d. postcards
  - e. invitations
  - f. notices
  - g. flyers

12. Prepare and publish CEAC Roster annually.
13. Prepare and publish CEAC Stationary.
14. Publish CEAC Newsletter four times a year.
15. Prepare and notice legislative reports for the five CEAC policy committees as needed.
16. Update and maintain CEAC website.
17. Track and prepare financial analysis for CEAC budget.
18. Coordinate, review and share administration of the CEAC/League of California Cities contract for the spring meeting, and various RFP's for CEAC consultants.
19. Participate in and support CSAC in legislative, budget, and administrative efforts and other special projects as needed, i.e. local streets and roads needs assessment, local streets and roads awards program, CCIPC, etc.

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**Attachment Three**  
Needs Assessment Executive Summary

## Executive Summary

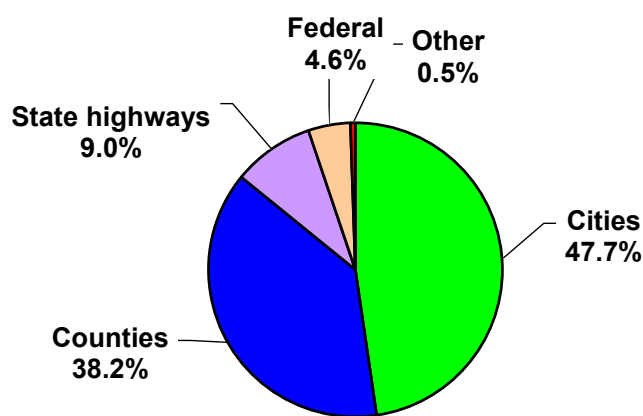
The importance of the local transportation system cannot be over-emphasized. Nearly every trip begins on a city street or county road. Whether traveling by bicycle, bus, rail, truck or family automobile, Californians need a reliable and well-maintained local street and road system.

Every component of California's transportation system is critical to providing a seamless, interconnected system that supports the traveling public and economic vitality throughout the state. There is a significant focus on building sustainable communities, which cannot function without a well-maintained local street and road system that provides access for transit and active modes of transportation like bicycling and walking.

The first comprehensive statewide study of California's local street and road system in 2008 provided critical analysis and information on the local transportation network's condition and funding needs. Each subsequent report has monitored the changes biennially.

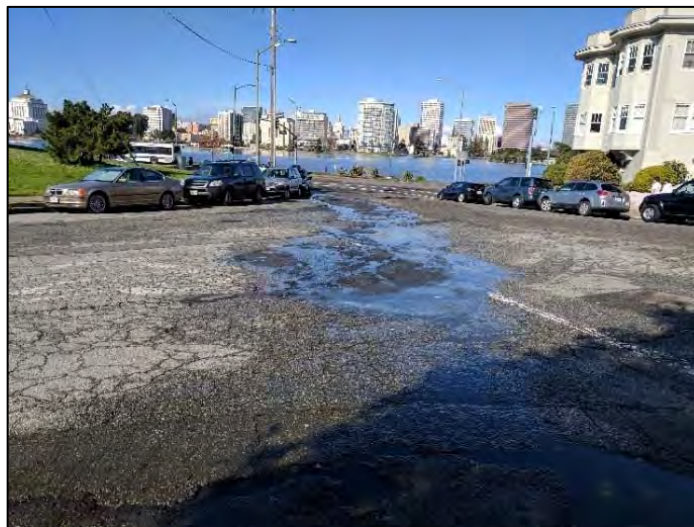
This study sought answers to important questions: What are the current pavement conditions of local streets and roads? What will it cost to repair all streets and roads? What are the safety needs for a functioning system? What is the impact of the additional funding available from the Road Repair and Accountability Act of 2017 (SB 1) on the condition of local streets and roads, bridges, and essential components?

Responsible for over 85 percent of California's roads, cities and counties find this study to be of critical



Road Centerline Miles by Agency

importance for several reasons. The goal is to use the results to continue to educate policymakers at all levels of government and the public about the infrastructure investments needed to provide California with a seamless, multi-modal transportation system. The findings provide a credible and defensible analysis to support a dedicated, stable funding source for maintaining the local system. It also provides the rationale for the most effective and efficient investment of public funds, potentially saving taxpayers from paying significantly more to fix local streets and roads into the future.



Previous editions of this report cautioned that without an influx of new revenues, the local street and road system would continue to deteriorate and cost taxpayers increasingly more to repair this vital local infrastructure.

After years of careful consideration and study, the Legislature passed and Governor Jerry Brown signed SB 1 in 2017. The bill provides over \$5 billion annually for transportation. Of this, approximately \$1.5 billion is allocated to the local street and road system owned and maintained by 539 cities and counties. The passage of SB 1 was a significant success for municipal governments statewide and injected a long-awaited substantial infusion of funding to maintain the local street and road system.

Despite the passage of SB 1 in 2017, there continues to be significant uncertainty surrounding local transportation funding in California. While an effort to repeal SB 1 via a ballot measure in November 2018 was unsuccessful, the COVID-19 pandemic arrived soon after in early 2020. The pandemic resulted in significant revenue reductions and created uncertainty for the 2020 construction season. While this report aims to analyze the impacts of the first two years of SB 1 funding on local transportation infrastructure, the timing of the survey in spring 2020 combined with the uncertainty related to the prior SB 1 repeal effort undoubtedly had impacts on local government transportation project delivery during this period.

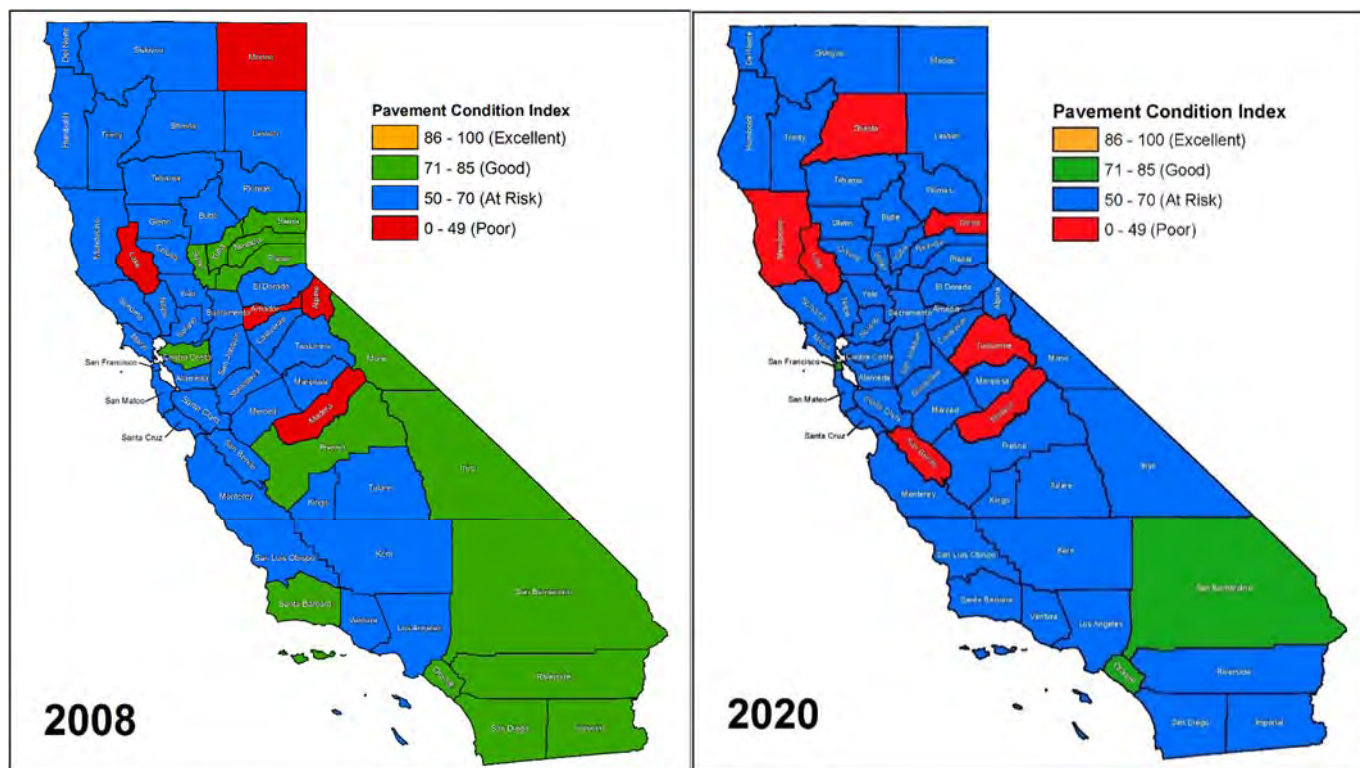
As with previous studies, this update surveyed all of California's 539 cities and counties. Almost 80 percent of the agencies responded – a level of participation that makes clear the local interest in addressing the growing problems of crumbling streets and roads despite the pandemic.

## **Pavements**

The condition of California's local streets and roads has improved 1 point since 2018. On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) is now 66 (still in the "At Risk" category). However, 55 of 58 counties are either at risk or have poor pavements (the maps on the next page illustrate the changes in condition since 2008).

To use taxpayer money wisely, it makes more sense to preserve and maintain roads in good condition than to wait and repair or replace them when they deteriorate or fail. The costs developed in this study are based on achieving a roadway pavement condition called best management practices (BMPs). At this condition level, preventive maintenance treatments (i.e., slurry seals, chip seals, thin overlays) are most cost-effective. In addition to costing less, preventive maintenance interferes less with commerce and the public's mobility and is more environmentally friendly than rehabilitation or reconstruction.

The importance of this approach is significant. As roadway pavement conditions deteriorate, the cost to repair them increases exponentially. For example, it costs as much as 14 times more to reconstruct a pavement than to preserve it when it is in good condition. Even modest resurfacing is four times more expensive than maintaining pavement in the BMP condition. To put it another way, 14 miles of roadway can be maintained in a BMP condition for the same cost as reconstructing one mile of failed pavement. By bringing the local roadway system to BMP conditions, cities and counties will be able to maintain streets and roads at the most cost-effective level. This goal is not only optimal, it is necessary.



### Technological Cost Savings

This report also includes the impact of using sustainable technologies (e.g., cold-in-place recycling) that result in significant cost savings. Since 2012, the number of agencies that employ some form of recycling has more than doubled. This trend is expected to continue, and the cost savings are therefore included in the funding scenarios. The savings range, on average, from 28 to 42 percent over conventional treatments and result in a reduction of the 10-year paving needs. This is one example of how cities and counties have continued to stretch the proverbial dollar.

### Funding Scenarios (in constant 2020 dollars)

Three funding scenarios were analyzed:

- 1) **Existing funding levels (\$2.43 billion/year)** – This is the current funding level and includes SB 1 together with cost savings from paving technologies. For the first time in 10 years, cities and counties will see an initial 1-point increase. However, due to higher construction costs, the PCI will drop to 59 by 2030 and the percent of good pavements will decrease to 48.7 percent (see table).
- 2) **Maintain PCI at 66 (\$3.84 billion/year)** – To maintain the existing PCI at 66, additional funding (\$3.84 billion/year) is needed. The percent of good pavements would increase to three-quarters of the network.
- 3) **Funding required to reach BMP (\$7.89 billion/year)** – The optimal scenario is to bring all pavements into a state of good repair so that BMPs can prevail. To reach BMP levels (PCI in high

80s), \$78.9 billion would be needed over the next 10 years. ***After that, it would only require \$3 billion a year to maintain the pavements at that level.***

The table below summarizes the results of each scenario.

Scenarios	Annual Budget (\$B)	PCI in 2030	Condition Category	% Pavements in Poor/Failed Condition	% Pavements in Good Condition
Current Condition (2020)	-	66	At Risk	23.2	55.0
1. Existing Funding	\$2.43	59	At Risk	31.1	48.7
2. Maintain PCI at 66	\$3.84	66	At Risk	20.7	74.7
3. Best Management Practice	\$7.89	87	Excellent	0.0	100.0

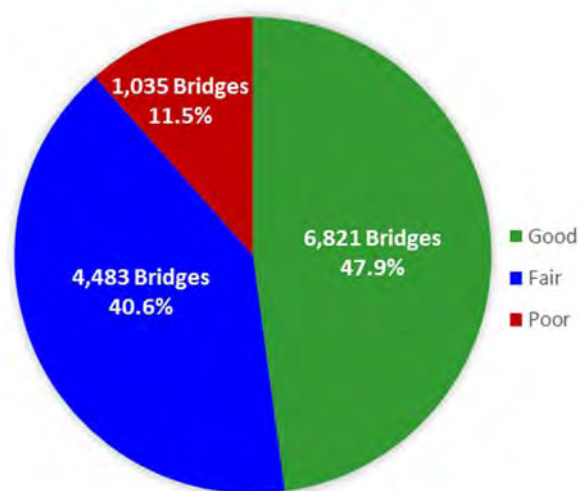
### Essential Components

The transportation network also includes essential safety and traffic components such as curb ramps, sidewalks, storm drains, streetlights, and signals. These components will require \$35.5 billion to maintain over the next 10 years, and there is an estimated funding shortfall of \$22.1 billion.

### Bridges

Local bridges are also an integral part of the local street and road infrastructure. There are 12,339 local bridges (approximately 48 percent of the total number of bridges) in California. The average age is over 50 years, 10 years more than the national average. In addition, more than half (52.1 percent by deck area) are in fair or poor condition.

It will require \$7.2 billion to make safety, strengthening and widening improvements to keep pace with California's modern mobility needs. Just to maintain the current condition will require \$800 million annually, but only \$290 million is available. There is an estimated shortfall of \$4.3 billion to maintain the safety and integrity of the bridge infrastructure.



### Total Funding Shortfall

The table on the next page shows the total funding shortfall of \$64 billion (2020 dollars) over the next 10 years. For comparison, the needs from the previous updates are also included. Note that the pavement and bridge needs in 2020 have markedly increased due to higher construction costs.

Transportation Asset	Needs (\$B)						2020 (\$B)		
	2008	2010	2012	2014	2016	2018	Needs	Funding	Shortfall
Pavement	\$67.6	\$70.5	\$72.4	\$72.7	\$70.0	\$61.7	\$76.0	\$38.4	\$(37.6)
Essential Components	\$32.1	\$29.0	\$30.5	\$31.0	\$32.1	\$34.1	\$35.5	\$13.4	\$(22.1)
Bridges		\$3.3	\$4.3	\$4.3	\$4.6	\$5.5	\$7.2	\$2.9	\$(4.3)
<b>Totals</b>	<b>\$99.7</b>	<b>\$102.8</b>	<b>\$107.2</b>	<b>\$108.0</b>	<b>\$106.7</b>	<b>\$101.3</b>	<b>\$118.7</b>	<b>\$54.7</b>	<b>\$(64.0)</b>

## Conclusions

SB 1 is a critical funding source that has resulted in cities and counties improving the pavement condition from 65 to 66 in the first 2 years. However, it is still premature to conclude that it will succeed in its goal of stabilizing the deterioration observed in the previous 10 years. The first 2 years included an effort to rescind the new revenues from SB 1, which resulted in a hesitant industry response to expanding construction capacity. This was coupled with agencies' concerns about over-committing on future project delivery. The lack of construction capacity had an unintended consequence; bid prices for street and bridge maintenance and repairs were as much as 23 percent higher than 2018. In addition, the needs of other infrastructure components continue to grow, which reduces the funding available for pavements. We expect that the next 2 years should see a "dust-settling" effect allowing local agencies to measure the longer-term impacts of SB 1.

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**Attachment Four**  
CEAC 2021-2022 Policy Guidelines Needs Assessment Fact Sheet



# California Statewide Local Streets & Roads Needs Assessment 2021

[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)

## Background

The local street, road, and bridge system holds California's entire transportation network together. From the moment we open our front door and drive to work, bike to school, or walk to the bus stop, we depend on safe, reliable roads, bridges, and essential street components. Police, fire, and emergency medical services need safe, reliable roads to react quickly to calls – delay can be a matter of life and death. Further, California's economy relies upon an efficient, multi-modal transportation network to safely move people and goods.

Local streets and roads make up over 85% of the roadway network in California. There are 12,339 local bridges, making up 48% of all the bridges in California. Conservatively, this network is valued at over \$220 billion. Nearly all public and active transportation modes, including buses, bicycles, and walking, require access to the local system.

## Problem

For decades, transportation funding needs have far outpaced available revenues. This is not only a problem in California– it's a national crisis. At the federal level, gasoline taxes have not kept pace with inflation and rising construction costs. Until recently, the same was true for the state's gasoline taxes. This is coupled with the trend towards more fuel efficient and electric vehicles. These vehicles provide important environmental benefits, but until 2017, dedicated state road maintenance funding relied almost exclusively on fuel taxes.

Aging infrastructure, rising construction costs, and new regulatory requirements have all contributed to a significant funding shortfall. Other factors, such as heavier vehicles, increasing traffic, and the need to accommodate transit, bicyclists, and pedestrians, have put increased demands on the transportation infrastructure.

## California Takes Action

In April 2017, the California State Legislature and Governor Jerry Brown heeded the call and reached agreement on a robust, bipartisan, long-term, and multi-modal transportation funding solution to help close the funding gap and repair and improve the state's transportation system. Senate Bill (SB) 1 – the Road Repair and Accountability Act of 2017 – generates over \$5 billion annually for state highways and bridges, local streets and roads, transit systems, active transportation, and key freight and trade corridors.

Cities and counties receive an average of \$1.5 billion in flexible funding annually; this means \$15 billion over the next 10 years in additional revenue for local agencies to maintain and repair streets and roads, rehabilitate or replace aging bridges, and address safety issues.

## Purpose

The 2020 Report is a comprehensive statewide assessment of the local road and bridge network. The purpose is to inform the public and policymakers at all levels of government about the infrastructure investments needed to provide California with a seamless, safe, and efficient multi-modal transportation system.

# FACT SHEET



# FACT SHEET

## California Statewide Local Streets & Roads Needs Assessment 2021

[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)

### Findings

The most significant finding of the 2020 Report is that SB 1 has accomplished its first goal: it has arrested the historical deterioration of the local transportation network. The average condition of local pavements statewide has improved slightly from 65 to 66, as measured according to the Pavement Condition Index (a scale of zero [failed] to 100 [excellent]). SB 1 has also enabled cities and counties to make life-saving safety improvements; expand pedestrian, bicycle, and transit access and safety; and reduce the overall maintenance funding shortfall.

Despite the significant increase in flexible local road maintenance funding from SB 1, dedicated funding for local bridge rehabilitation and replacement projects in California has been flat since 2009. California's local bridges are deteriorating rapidly, with 4,401 bridges in need of repair and 451 in need of replacement. Almost a fifth of these bridges are over 80 years old. At current funding levels, local bridges will need to be in service for more than 200 years, or 3 times their intended lifespan.

Finally, while the initial increase in statewide PCI is promising and provides evidence that local agencies are prioritizing fix-it-first investments with new SB 1 funding, the longer-term picture is less clear. The 2020 Report estimates the needs of the local transportation infrastructure at \$118.7 billion over the next 10 years. With SB 1, the available funding is \$54.7 billion, resulting in a shortfall of \$64 billion. Uncertainty surrounding the attempt to repeal SB 1 in late 2018 may have affected the industry response to the increased availability of funding. Based on projects completed in the 2020 fiscal year, local agencies reported significantly higher bid prices in the 2020 survey than in prior years.

Finally, the COVID-19 pandemic resulted in significant transportation revenue reductions for cities and counties in 2020 and 2021. The pandemic also undoubtedly had impacts on bid prices and project delivery at the local level. These impacts, as well as the ongoing effect of additional funding from SB 1, will be further analyzed in the 2022 Report.

### Recommendations

First, the state and local agencies must maintain all existing sources of revenue, with a primary focus on fix-it-first investments to preserve the existing road network. Once the system is in a state of good repair, the need for maintenance will be reduced.

Second, the state and local agencies must identify and pursue opportunities, including increased federal infrastructure funding, to bolster investment in the rehabilitation and replacement of California's locally owned bridges. Many of these projects are too costly for local agencies to fund on their own, but the benefits of safe and well-maintained bridges warrant dedicated statewide funding.

### Who should I contact for more information?

**Margot Yapp, President and Project Manager**  
NCE  
[myapp@ncenet.com](mailto:myapp@ncenet.com)

**David Leamon, Project Manager**  
Director of Public Works, County of Stanislaus  
[leamond@stancounty.com](mailto:leamond@stancounty.com)

**Chris Lee, Legislative Representative**  
California State Association of Counties  
[clee@counties.org](mailto:clee@counties.org)

**Damon Conklin, Legislative Representative**  
League of California Cities  
[dconklin@calcities.org](mailto:dconklin@calcities.org)

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**Attachment Five**  
SHSP Update

California Strategic Highway Safety Plan Steering Committee  
CEAC Transportation Committee Update  
September 16, 2021

Key Points (see full meeting summary beginning on following page):

1. We have greatly expanded the voting and advisory membership for both the steering and executive committees (CEAC now is a voting member of the executive committee).
2. We have adopted a zero fatalities goal. Previously we had a toward zero death goal.
3. Every new action developed must now contain an equity component.
4. We need a county representative on the emerging technology challenge area.



California Strategic Highway Safety Plan  
SHSP Steering Committee (SC) Meeting  
August 12, 2021  
Meeting Summary

## Topics

- Introductions
- Review of Prior Meeting Summaries
- Challenge Area Report: Lane Departures
- Challenge Area Report: Intersections
- New Proposed SHSP Action Review and VOTE
- Institutionalizing the Guiding Principles: Implementing a Safe System Approach
  - Goal of Zero - VOTE
  - Role of 5 Es Continued Discussion
- Stakeholder Engagement & Communications Strategy Update
- SHSP Schedule Overview & Upcoming SHSP Meetings
- Open Discussion & Next Steps

## Recap/Decisions

- Vote to recommend Action B.6 Edge Lane Road Pilot passes with 12 of 13 votes.
- Vote to recommend remaining 12 proposed actions passes unanimously.
- All 13 proposed actions will be advanced to Executive Leadership (EL) for approval at the 9/16 EL meeting.
- Vote to revise SHSP Goal to Zero Fatalities and Serious Injuries passes unanimously.

## Next Steps

- Consultant Team will prepare summary of recommended actions for EL for review at 8/26 SC meeting.
- Consultant Team will coordinate with Caltrans to set up a meeting with CHP regarding concerns with Action B.6 Edge Lane Roads.
- Consultant Team will work with SC members to add more specificity to the role of the 5 Es within the Safe System Approach (SSA) for each SSA element following the 9/16 EL meeting.

## Attendees

### Voting Members

Alex Hassen, CA-ATSSA  
Paul Tupy, ABC  
Bayliss Camp, DMV  
Kit Lackey (for Jeffery Rosenhall), Orion Stewart, CDPH  
Nagi Pagadala (for Monica Kress-Wooster)  
Adrienne Kim, EMSA - Facilitator  
Dave Jenkins, CHP  
Dave Doucette, OTS  
Ken Savano, Cal Chiefs  
Tom Mattson, CEAC  
Rene Guerrero, League of Cities  
Courtney Aguirre, MPO  
Orval Elliott, NAAC

Trae Her-Cole, RTPA

### Advisory Members

Ivy Attah, Charles Meyer, FHWA  
Scott MacGregro, NHTSA  
Bob Prath, AARP  
Sara Mostofi, TCI  
Jonathan Matz, Safe Route Partnership  
Offer Grembek, UC Berkeley ITS  
John Yi, Vision Zero Network

### Absent Advisory Members

Woodrow Deloria, RCTF

Steering Committee Meeting Notes  
August 12, 2021

Additional Attendees

Jennifer Soliz, Fresno COG  
Joel Bareng, City of Santa Clara  
Dennis Acuna, Riverside County  
Robert Peterson, Caltrans  
Cindy Utter, Caltrans  
David Cordova, Caltrans  
Christopher Micheels, CHP

Mike Colety, Kimley-Horn  
Karen Sprattler, Kimley-Horn  
**Molly O'Brien**, Kimley-Horn  
Brendan Pittman, Kimley-Horn  
Danielle Stanislaus, ETC  
Alice Chen, ETC  
Stacey Miller, Circlepoint

General Notes:

Introductions

- See above for actual attendance

Challenge Area Report: Lane Departures

- Led by Caltrans
  - All actions have been completed, nothing new to report
  - Team has been meeting with SC High Priority Area subcommittee and with regular group. Additional actions are being discussed and will be brought forward as part of next round of action development.

Challenge Area Report: Intersections Goal of Zero

- Led by Joel Bareng, Dennis Acuna, David Cordova
  - IN.1: Will begin 2-year evaluation in October after school has started. The team has been tracking volumes since the beginning of the pandemic and hopes to have traffic volumes normalized by October. The evaluation is expected to end in October 2023 and the action completed by December 2023.
  - IN.2: The action is complete. An update will be made in the tracking tool by 8/16/2021. A letter was sent to all California cities and counties recommending the adoption of retro-reflective backplates.
  - IN.3: Recommendation to local agencies from Caltrans for the use of advanced pre-emption at at-grade crossings, a best practice involving electrical engineering and software components from the CA PUC and Federal Rail Administration. Combined with IN.2, a letter was sent to California cities and counties to adopt this recommendation; League of Cities and CEAC also partnered on the letter. Action is complete. Two other recommendations are in the works for public awareness on roundabouts.
  - IN.4: David Cordova provided an update for Nancy Sheehan. Public awareness effort by California Lifesaver regarding Emergency Notification System (ENS). September is Rail Safety Month. Partnering with Amtrak for Rail Safety Week and using virtual formats due to COVID, California Lifesaver is promoting usage of the ENS signs and working with Caltrans and CA PUC. Status will be updated in the Tracking Tool.

New Proposed SHSP Action Review & Vote

- The process of action review and voting was reviewed: Actions will be introduced or updated, followed by discussion and questions. Votes will be taken as a block or if requested, individual actions can be voted upon separately. Actions needing more work will be part of the next round of action development.
- *Proposed SHSP Action B.6 – Edge Lane Road Pilot*
  - CHP: Raised issue with potential conflicts with this design with the California Vehicle Code (CVC) (21209, 21650, 21750, and 21751) that need to be evaluated and addressed if necessary. Also concerned about the lack of a public education effort and unfamiliar users.
  - UC Berkeley: Asked the consultant team: How does this pilot align with Safe System Approach?
    - Consultant Team: SSA alignment is that this application provides dedicated space for bicycles separated from motor vehicles where it would not have been possible otherwise within this narrow roadway. For the specific design, an image of what the application will look like was shared.
  - UC Berkeley: As part of the pilot, is there an effort to specify what facilities this would be appropriate for? Or would this part of the post-pilot phase?
    - Consultant Team: The SC could comment on this and ask that this be included in the summary document. Our understanding is that historically this application has been targeted for low volume, low speed roads but it will be important to include this in documentation of the pilot.
- *Proposed SHSP Action ID.4 – ID C-CAT conversion to be web-based*
  - DMV: What was meant by “complete the software?”
    - Consultant Team: A conversion to a web-based platform.
  - DMV: The tool was developed in Microsoft Excel as a dashboard due to restrictions of **locals’** access to other software programs and security/downloading. DMV is not concerned with what the platform is but is concerned with where the data dashboard will be hosted and who will maintain it. DMV is still committed to developing the tool and completing the work.
    - Consultant Team: Hosting similar to the Crash Data Dashboard with Caltrans as the host is being evaluated.
- *Additional Discussion after all actions were presented:*
  - AARP: Has State Parks been invited by the Presidio to partner in Action B.6?
    - Consultant Team: National Parks is the agency over the Presidio application of B.6. Unsure if State Parks has been invited, but we will follow up with that.
  - UC Berkeley: For High Injury Network Action, is the correspondence with AB-43 part of the actions?
    - Consultant Team: The action was developed as a follow up to the recommended guidance being developed under Action P.1 and B.1. The coordination with AB-43 is not specified in the action, since that is a more recent development, but this effort will be able to be used to

Steering Committee Meeting Notes  
August 12, 2021

comply with AB-43 if passed. Among other things, AB-43 would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified. It would also establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize Caltrans to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof. More information: <https://openstates.org/ca/bills/20212022/AB43/>

- UC Berkeley: Action builds on the success of the definitions and expands the HIN.

- *Final Discussion on Actions and Voting:*
  - CHP: Requested to pull B.6 as an individual action for voting.

Vote on B.6 – Pilot Edge Lane Roads:

ABC.....	Yes
EMSA.....	Yes
MPO.....	Yes
DMV.....	Abstain (Have not received direction from Executive Member)
CDPH.....	Yes
RTPA.....	Yes
Cal Chiefs.....	Yes
League.....	Yes
OTS.....	Yes
ATSSA.....	Yes
CEAC.....	Yes
NAAC.....	Yes
CHP.....	No
Caltrans.....	Yes

*Vote on B.6 passes with 12 yes votes, one no vote, and one abstention.*

Vote on approving the 12 remaining proposed action items.

ABC.....	Yes
EMSA.....	Yes
MPO.....	Yes
DMV.....	Yes
CDPH.....	Yes
RTPA.....	Yes
Cal Chiefs.....	Yes
League.....	Yes
OTS.....	Yes
ATSSA.....	Yes
CEAC.....	Yes
NAAC.....	Yes
CHP.....	Yes

Caltrans..... Yes

Vote on 12 remaining proposed action items passes unanimously with 14 yes votes.

All 13 proposed actions will be advanced to EL for approval at the 9/16 EL meeting.

- *Additional Discussion:*
  - CEAC: How can we alleviate concerns on B.6? Willing to help out; would like to have CHP on board since they provide enforcement.
    - CHP: Concern is not with the concept but with CVC issues, specifically for right-of-way and how to investigate crashes, e.g., who is at fault.
    - Consultant Team: We can coordinate with Caltrans to set up a meeting with CHP to follow up on these concerns.

## Break

### Institutionalizing the Guiding Principles: Implementing a Safe System Approach

- *A recap of the previous discussion on Goal of Zero vs. Move Toward Zero was provided and discussion continued on the role of the 5 Es in SSA. The video What's your goal? Zero Fatalities Nevada was shared.*

### Vote: Goal of Zero

- *No comments or discussion.*

### Vote to approve revision of the goal of the SHSP to "Zero fatalities and serious injuries"

ABC..... Yes  
EMSA..... Yes  
MPO..... Yes  
DMV ..... Yes  
CDPH ..... Yes  
RTPA ..... Yes  
Cal Chiefs..... Yes  
League ..... Yes  
OTS..... Yes  
ATSSA ..... Yes  
CEAC ..... Yes  
NAAC ..... Yes  
CHP..... Yes  
Caltrans..... Yes

Vote on revision of the goal passes unanimously with 14 yes votes.

- *The role of the 5 Es within the SSA was discussed, providing examples for each SSA element.*

- *Next steps with role of 5 Es were described: Will take to Executive Leadership and present concepts, similar to what is being shared with EL on the goal of zero. For documentation, each 5 Es group will be consulted to determine what and how the role of 5 Es is presented after the EL meeting.*
- *Discussion:*
  - DMV: Emphasize SSA and focus efforts on actions that will make a big impact; no one solution will get us there and we need to work together.
  - CDPH: With enforcement and EMS collecting information, should consider another E of Evaluation. Important to recognize data collection for evaluation to understand where interventions have the most effect.

#### Stakeholder Engagement and Communications Strategy Update

- *No questions or comments*

#### SHSP Schedule Overview and Upcoming SHSP Meetings

- *Sept. 2 is the deadline to send out materials for 9/16 EL meeting; materials will be discussed at 8/26 SC meeting.*
- *SC members should let Cindy Utter know via SHSP email account if they do not have a calendar appointment for any upcoming meetings.*
- *August 26 SC Meeting*
  - Review of EL Meeting Materials and Next Steps
  - Institutionalizing the Guiding Principles: Integrate Equity
- *September 16 EL Meeting*
  - Institutionalizing the Guiding Principles: Implement a Safe System Approach (SSA) in the SHSP
    - Summary of recent Steering Committee discussions
    - EL Decision/Vote: Approval of the Goal of Zero
    - Discussion on the role of the Five Es in the SSA
  - Institutionalizing the Guiding Principles: Integrate Equity in the SHSP
    - Summary of recent Steering Committee discussions
    - EL Decision/Vote: Approval of UCSD TREDs as an Advisory member of the Steering Committee, representing a pedestrian-focused organization
  - SHSP Actions
    - Existing action status
    - Summary of new action development
    - Summary of new proposed actions
    - EL Decision/Vote: Approval of new proposed actions
  - SHSP Crash Data Dashboard Update
  - Next Steps and Open Discussion

## Open Discussion & Next Steps

- *Bayliss Camp will provide information on a TRB webinar on Travel Communities scheduled for 8/31.*
- *SHSP Fact Sheets, materials, etc. are available on the SHSP website. The SHSP consultant team can support SC members in presentations at any upcoming organization or professional group meetings or conferences.*
- *SHSP outreach and engagement is going to be planned for 2022.*