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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)

## **EXECUTIVE COMMITTEE**

*Members are: Mary Adams, Chair; Michael LeBarre, 1st Vice Chair; Chris Lopez, 2nd Vice Chair; Ed Smith, Past Chair; Wendy Askew, County Representative; Kimbley Craig, City Representative*

**Wednesday, April 6, 2022**

**\*\*8:30 AM\*\***

### **REMOTE CONFERENCE ONLY**

*There will be NO physical location of the meeting.*

*Please see all the special meeting instructions at the end of the agenda.*

**Join meeting online at**

<https://us02web.zoom.us/j/775161178?pwd=STY4UzZZblpOK0VLdEs3RGZUS3kyUT09>

**OR**

**Via teleconference at +1 669 900 6833**

**Meeting ID: 775 161 178**

**Password: 536047**

### **1. ROLL CALL**

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. 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](mailto:maria@tamcmonterey.org) by

5:00 pm the Monday before the meeting, and such comments will be distributed to the Committee before the meeting.

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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 Executive Committee draft minutes of March 2, 2022.

- Rodriguez

**END OF CONSENT AGENDA**

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**4. Legislative Update**

1. **RECEIVE** update on State and federal legislative issues; and
2. **RECOMMEND** the Board of Directors take positions on proposed legislation.

- Watson

*Staff and consultants will present updates on State and federal legislative activities and present proposed positions on draft legislation.*

**5. PROVIDE** direction on creating a TAMC committee, sub-committee, or ad-hoc committee for legislative issues.

- Muck

**6. RECEIVE** report on draft TAMC Board meeting agenda.

- Muck

**7. ANNOUNCEMENTS**

**8. ADJOURN**

**ANNOUNCEMENTS**

Next Executive Committee meeting:  
**Wednesday, May 4, 2022 at 8:30 a.m.**

**If you have any items for the next agenda, please submit them to:  
Elouise Rodriguez, Senior Administrative Assistant  
Elouise@tamcmonterey.org**

## Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

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  
Office is closed an all employees are working remotely until further notice  
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.

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.

**CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.**



## ***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** April 6, 2022  
**Subject:** **Executive Committee draft minutes of March 2, 2022**

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### **RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of March 2, 2022.

### **ATTACHMENTS:**

- ▣ Executive Committee draft minutes of March 2022

**DRAFT MINUTES**

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY**  
 SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES AND MONTEREY COUNTY  
 REGIONAL DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY

**EXECUTIVE COMMITTEE MEETING**

*Members: Mary Adams (Chair), Michael LeBarre (1<sup>st</sup> Vice Chair),  
 Chris Lopez (2<sup>nd</sup> Vice Chair), Ed Smith (Past Chair),  
 Wendy Root Askew (County representative), Kimbley Craig (City representative)*

**Wednesday, March 2, 2022**

\*\*\* 8:30 a.m. \*\*\*

REMOTE VIDEO/PHONE CONFERENCE ONLY

<b>EXECUTIVE COMMITTEE</b>	<b>APR 21</b>	<b>MAY 21</b>	<b>JUN 21</b>	<b>AUG 21</b>	<b>SEP 21</b>	<b>OCT 21</b>	<b>NOV 21</b>	<b>JAN 22</b>	<b>FEB 22</b>	<b>MAR 22</b>
Mary Adams, <b>Chair</b> Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, <b>1<sup>st</sup> Vice Chair</b> King City (C. DeLeon)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Chris Lopez, <b>2<sup>nd</sup> Vice Chair</b> Supr. Dist. 2 (P. Barba)	P (VC)	P (VC)	E	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Ed Smith, <b>Past Chair</b> Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	E	P (VC)
Wendy Root Askew, <b>County Representative</b> Supr. Dist. 4 (Y. Anderson)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	E	P (VC)	:P (VC)
Kimbley Craig, <b>City Representative</b> (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)

*TC: via teleconference; VC: via video conference*

P = Present

A = Absent

P(A) = alternate present

E = Excused

**1. CALL TO ORDER:**

Chair Adams called the meeting to order at 8:30 a.m. Roll call was taken, and a quorum was confirmed. Committee member Askew left at 9:36 a.m., Committee member Lopez left at

Staff present: Goel, Guther, Muck, Rodriguez, Strause, Watson, Williamson, and Zeller.

Others present: Agency Counsel Katherine Hansen; Colleen Courtney, District 5 alternate; Yuri Anderson, District 4 alternate; Priscilla Barba, District 3 alternate; Cristina Medina Dirksen and Brian McCarthy, City of Marina; Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; Robert Jason Pinoli, David Rohal and Chris Hart, Sierra Railroad; Todd and Mason Clark, Museum of Handcar Technology; Tuka Gafari, Tina Nieta, Brian Jacobson, and Harry Nagel, public.

**2. PUBLIC COMMENTS:**

No public comment.

**3. CONSENT AGENDA:**

**M/S/C**

Askew/Lopez/unanimous

On a motion by Committee Member Askew, seconded by Committee Member Lopez, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of February 2, 2022, with a correction noted by Committee Member Askew to update her district to 4 and her alternate name to Yuri Anderson.

**4. MONTEREY BRANCH LINE RECREATIONAL USE UNSOLICITED PROPOSAL**

Christina Watson, Director of Planning, reported the Museum of Handcar Technology submitted a new request for recreational handcar operations on the Monterey Branch Line corridor in 2022. The Mendocino Railway company submitted a similar unsolicited proposal for use of the same section of the Monterey Branch Line corridor for recreational use of railbike operations. Neither entity offers a service that meets TAMC's mission, thus, per the adopted unsolicited proposals policy, the Executive Committee can refuse both requests at any time during the process. The Executive Committee can also direct staff to initiate a Request for Proposals (RFP) process for recreational uses of the corridor. Staff seeks Committee input and direction.

Alissa Guther, Assistant Transportation Planner, reported that if the Executive Committee directs staff to proceed with activities related to publishing a request for proposals for a recreational use of the corridor, staff estimates that planner and legal costs are likely to exceed \$15,000. CEQA documentation is expected to be more extensive for long-term use of the corridor. The California Public Utilities Commission (CPUC) indicated that long-term use would require TAMC to apply for a CPUC permit to make any changes to the rail line. Proceeding with any recreational proposal would involve an additional set of costs, including potential liability and insurance costs, although every effort would be made to transfer such costs to the operator.

On a motion by Committee Member Askew and seconded by Committee Alternate Cromeenes, the Committee directed staff to evaluate a potential lease of the corridor to the City of Marina and, if such a lease is not possible, to recommend the Board approve a Request for Proposals for a limited-time recreational use of the corridor that protects the SURF! bus project and seeks to be cost-neutral to TAMC.

After discussion from the Executive Committee and the public, the Committee agreed that staff first investigate leasing the TAMC property to the City of Marina to publish a Request for Proposals for a recreational use. Cristina Medina Dirksen, City of Marina Council Member, expressed her support along with Committee Member Askew for continued recreational use of the tracks, if the future SURF! busway project is protected.

#### **5. LEGISLATIVE UPDATE**

The Committee received an update on state and legislative activities and took the following action:

On a motion by Committee Member LeBarre, seconded by Committee Alternate Cromeenes, the committee voted 6-0 to recommend the Board of Directors adopt positions on state legislation.

Agency legislative analyst Paul Schlesinger presented an update on federal legislative activities. Agency legislative analyst Gus Khouri presented an update on state legislative activities and recommended positions on certain bills. He reviewed the revised proposed bill list and noted the recommended positions to support, oppose or watch.

#### **6. RETURN TO IN PERSON MEETINGS**

The Executive Committee discussed how to conduct future TAMC Board of Directors and committee meetings.

Executive Director Todd Muck reported that the COVID-19 pandemic state of emergency declared by Governor Newsom allows the Transportation Agency Board of Directors and Committees to meet remotely under AB361, noting the state of emergency declaration could be lifted soon and staff needs to be prepared to return to in-person or hybrid meetings.

The Committee agreed that the option for virtual or hybrid meetings would be the best way to go, so long as it is permitted under state law. Staff will look at location options and hybrid capabilities.



**7. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of March 23, 2022.

After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- Legislative Update
- Lease Monterey Branch Line corridor to Marina or Request for Proposals for a recreational use

**8. ANNOUNCEMENTS**

None this month.

**9. ADJOURNMENT**

Chair Adams adjourned the meeting at 10:29 a.m.



## Memorandum

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** April 6, 2022  
**Subject:** Legislative Update

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### **RECOMMENDED ACTION:**

#### **Legislative Update**

1. **RECEIVE** update on State and federal legislative issues; and
2. **RECOMMEND** the Board of Directors take positions on proposed legislation.

### **SUMMARY:**

Staff and consultants will present updates on State and federal 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:**

Agency legislative analyst Gus Khouri will present an update on State legislative activities, while Agency legislative analyst Paul Schlesinger will present an update on federal legislative activities.

**Attachment 1** is an updated draft state bill list, reflecting the positions adopted by the TAMC Board on March 23. Any changes to the list since that meeting are indicated with cross-out and underline. Staff is recommending two new positions:

- Assembly Bill 1919 (Holden): "Youth transit pass pilot program: free youth transit passes: eligibility for State funding" would require transit agencies to offer free passes to anyone 25 years of age or younger. MST recommends an "oppose" position on this bill.
- Senate Bill 1175 (McGuire): "Department of Transportation: intermodal passenger services: rail corridor" would enable Caltrans to help the Sonoma Marin Area Rail Transit District (SMART) to expand their corridor. Although not directly relevant to TAMC, the Agency is part of the larger rail mega-region and staff recommends the Agency support our partner agency in this effort.

**Attachment 2** is a news release from Governor Newsom announcing an \$11 billion relief package that includes \$9 billion in direct payments based on car ownership, \$2 billion in relief for free public transportation, and \$500 million to support active transportation projects.

President Joe Biden released his Fiscal Year 2023 President's Budget request on Friday March 28, which requests \$142 billion for the U.S. Department of Transportation (USDOT), including \$21.1 billion for the Federal Transit

Administration and \$17.9 billion for the Federal Railroad Administration. Online as a **web attachment** is the USDOT budget highlights summary.

Staff and consultants will present verbal updates at the meeting.

**ATTACHMENTS:**

- ▣ Draft bill list
- ▣ Governor Newsom news release

**WEB ATTACHMENTS:**

- [USDOT Budget Highlights](#)

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1638 (Kiley)</b> <b>Motor Vehicle Fuel Tax Law: suspension of tax</b>	3/28/22 Assembly Transportation <u>Failed Passage</u>	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	<b>OPPOSE</b> <b>Priority 1S</b>
<b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b>	3/21/22 Assembly Transportation	This bill would, <del>until January 1, 2026,</del> require a person who is 18 years of age or older riding a bicycle <u>on a two-lane highway, when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected on all approaches,</u> to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. <u>The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.</u>	<b>Watch</b> <b>Priority 9S</b>
<b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway widening</b>	2/10/22 Assembly Transportation	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty. The recommendation is to oppose unless amended to make this bill a pilot program or require seeking alternatives to pursue multi-modal options, zero-emission vehicle investments, or procurement of zero emission trucks through the corridor as offsets for projects that traverse an area of high pollution. In its current form, this bill may impact funding highway projects in Monterey County.	<b>OPPOSE UNLESS AMENDED</b> <b>Priority 2S</b>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1909 (Friedman)</b>  <b>Vehicles: bicycle omnibus</b></p>	<p>3/21/22                      Assembly                      Transportation</p>	<p>This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail <del>and would remove the authority of a local jurisdiction to prohibit class 1 (20 mph max speed and motor works only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities.</del> The bill would instead authorize a local authority to prohibit the operation of <u>any class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour or any class of electric bicycle on an equestrian trail or hiking or recreational trail.</u> This bill extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed unless a bicycle control signal is displayed. This bill would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic if one is available, before passing or overtaking the bicycle.</p>	<p><b>Watch</b>  <b>Priority 9S</b></p>
<p><b>AB 1919 (Holden)</b>  <del>Transportation Youth</del>  <b>Transit Pass Pilot</b>  <b>Program: free student</b>  <b>youth transit passes:</b>  <b>eligibility for state funding</b></p>	<p>3/8/22                      Assembly                      Transportation</p>	<p><u>This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, to be eligible for state funding under the Transportation Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of offsetting the costs to transit agencies for implementation of offering the free passes. MST recommends an “oppose” position on this bill.</u></p> <p><del>This bill is a spot bill related to free and unlimited access to student transit passes.</del></p>	<p><b>OPPOSE</b>  <b>Watch</b>  <b>Priority 3S</b></p>

**TAMC Bill Matrix – April 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 1944 (Lee)</b> <b>Local government: open and public meetings</b>	2/18/22 Assembly Local Government	The Ralph M. Brown Act allows for meetings to occur via teleconferencing if the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency’s jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency. It would require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.	<b>SUPPORT</b> <b>Priority 15S</b>
<b>AB 1946 (Boerner Horvath)</b> <b>Electric bicycles: safety and training program</b>	3/21/22 Assembly Appropriations	This bill would require Caltrans, <del>in coordination with the Office of Traffic Safety,</del> to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles.	<b>Watch</b> <b>Priority 9S</b>
<b>AB 2120 (Ward)</b> <b>Transportation finance: federal funding: bridges.</b>	3/29/22 Assembly Transportation	The bill would require that the division and allocation of federal Highway Infrastructure Program funds occur pursuant to a specified formula approved by the California Transportation Commission.	<b>SUPPORT</b> <b>Priority 9S</b>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2237 (Friedman)</b>  <b>Regional Transportation Plan: Active</b>  <b>Transportation Program planning: regional transportation improvement plan: climate goals</b></p>	<p>3/22/22                      Assembly Transportation and Natural Resources</p>	<p>This bill would require the Strategic Growth Council to convene key state <u>agencies to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community”</u>. <del>metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing its report on California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs.</del> <u>This bill would require the regional transportation improvement plans (RTIPs) be consistent with the adopted sustainable communities strategy and the state’s climate goals. The bill would require the State Air Resources Board to reallocate moneys from inconsistent projects or programs and prohibit a regional agency from funding inconsistent projects or programs.</u></p>	<p><b>OPPOSE</b>  <b>Priority 14S</b></p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b><u>AB 2264 (Bloom)</u></b>  <b><u>Pedestrian crossing signals</u></b></p>	<p><u>3/22/22</u>  <u>Assembly</u>  <u>Transportation</u></p>	<p><u>This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists. The bill would define a “leading pedestrian interval” for these purposes as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic. This bill lacks context sensitivity and could have the unintended consequence of leading to longer wait times for all modes.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>
<p><b><u>AB 2336 (Friedman)</u></b>  <b><u>Vehicles: Speed Safety System Pilot Program</u></b></p>	<p><u>3/23/22</u>  <u>Assembly</u>  <u>Transportation</u></p>	<p><u>This bill would authorize a Speed Safety System Pilot Program in specified cities, not including any city in Monterey County. This bill is one of the Vision Zero task force recommendations, implementing automated speed enforcement which has historically been prohibited in California.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 9S</u></b></p>



TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2438 (Friedman)</b>  <b>Transportation projects funding: Alignment with state plans and greenhouse gas emissions reduction standards</b></p>	<p>3/22/22                      Assembly                      Transportation</p>	<p><del>This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program. the agencies that administer the STIP, the SHOPP, the Solutions for Congested Corridors program, the Trade Corridor Enhancement program, and the Local Partnership Program to revise the guidelines or plans applicable to those programs to align with the California Transportation Plan (CTP), the Climate Action Plan for Transportation Infrastructure (CAPTI), and greenhouse gas emissions reduction standards. This bill would require funds under the Local Streets and Roads Program to be consistent with the CTP, CAPTI, and greenhouse gas emissions reduction standards. The bill would require the CTP to include a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues.</del></p>	<p><b>OPPOSE unless amended</b>  <b>Priority 2S</b></p>
<p><b>AB 2449 (Rubio, Blanca)</b>  <b>Open meetings: local agencies: teleconferences</b></p>	<p>3/3/22                      Assembly Local                      Government</p>	<p>This bill allows a local agency to meet virtually without posting each members location, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities. This bill is different from AB 1944 in that: 1) it requires a quorum to be physically present at a singular meeting place accessible to the public, so only a few members could participate virtually; 2) prevents board action on items not broadcast; 3) requires accommodations for persons with disabilities.</p>	<p><b>Watch</b>  <b>Priority 15S</b></p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b><u>AB 2514 (Dahle M)</u></b>  <b><u>Road Maintenance and Rehabilitation Account: apportionment of funds: underserved rural communities</u></b></p>	<p><u>3/21/22</u>  <u>Assembly Transportation</u></p>	<p><u>This bill would provide for the allocation by the commission under the Local Partnership Program to underserved rural communities, regardless of whether they have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects.</u></p>	<p><b><u>Watch</u></b>  <b><u>Priority 1S</u></b></p>
<p><b>AB 2622 (Mullin)</b>  <b>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b></p>	<p>3/28/22                      Assembly Revenue and Taxation                      Hearing on 4/4</p>	<p>This bill would extend, from January 1, 2024 to January 1, 2034, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.</p>	<p><b>SUPPORT</b>  <b>Priority 13S</b></p>
<p><b>AB 2647 (Levine)</b>  <b>Local government: open meetings</b></p>	<p>3/10/22                      Assembly Local Government</p>	<p>This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.</p>	<p><b>Watch</b>  <b>Priority 15S</b></p>

**TAMC Bill Matrix – April 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2719 (Fong)</b> <u>CEQA: exemptions: highway safety improvement projects</u>	<u>3/10/22</u> <u>Assembly Natural Resources</u>	<u>This bill would exempt from the requirements of CEQA highway safety improvement projects undertaken by Caltrans or a local agency.</u>	<u>Watch</u> <u>Priority 16S</u>
<b>AB 2805 (Bauer-Kahan)</b> <b>Department of Fish and Game: advance mitigation and regional conservation investment strategies</b>	2/18/22 Introduced	This bill would authorize the Department of Fish and Wildlife (CDFW), any other public agency, or federally recognized tribe to propose a regional conservation investment strategy (RCIS). The bill makes changes to existing law to streamline the process of developing and approving an RCIS, including removing the cap on how many such strategies the CDFW can approve, clarifying that mitigation credit agreements can create multi-agency credits, and clarifying requirements to support mitigation credit agreements. TAMC adopted its RCIS in 2021. Staff recommends a support position.	<b>SUPPORT</b> <b>Priority N/A</b>
<b>SB 674 (Durazo)</b> <b>Public Contracts: workforce development: covered public contracts</b>	9/9/21 Two-year bill	This bill would require the Labor and Workforce Development Agency to create the California Jobs Plan and the United States Jobs Plan, which requires private entities bidding on covered public contracts over \$10 million related to the procurement, manufacturing, installation, and maintenance of transportation infrastructure, excluding contracts for road, bridge, or highway construction, to include as part of their application a form stating information about jobs created and retained.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 726 (Gonzalez)</b> <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	9/7/21 Two-year bill	This bill would require the California State Resources Board and the State Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require the Board, as part of the 2027 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.	<b>Watch</b> <b>Priority 1S</b>

**TAMC Bill Matrix – April 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 771 (Becker)</b> <b>Sales and Use Tax Law: zero emissions vehicle exemption</b>	5/26/21 Two-year bill	This bill would provide a state sales tax exemption on the purchase of an electric or a hybrid electric vehicle.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 873 (Newman)</b> <b>California Transportation Commission: state transportation improvement program: capital outlay support</b>	3/9/22 Senate Transportation	This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	<b>Watch</b> <b>Priority 2S</b>

**TAMC Bill Matrix – April 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 922 (Wiener)</b>  <b>CEQA exemptions; transportation-related projects</b></p>	<p>3/16/22                      Senate Environmental Quality</p>	<p>This bill would repeal the January 1, 2030, sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill repeals the January 1, 2023, to indefinitely continue a CEQA exemption for transit prioritization projects and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects’ stops and stations are in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. MST recommends a support position as it extends the CEQA exemption for transit projects.</p>	<p align="center"><b>SUPPORT</b>  <b>Priority 11S</b></p>

TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 932 (Portantino)</b>  <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</b></p>	<p>3/23/22                      Senate Transportation</p>	<p><del>Commencing January 1, 2023, t</del>This bill would require the legislative body, upon <del>any</del> <u>the next</u> substantive revision of the circulation element, <u>on or before June 30, 2024,</u> <u>to develop or update the plan for a balanced, multimodal transportation network, and to ensure that a modified circulation element the plan</u> includes bicycle and pedestrian plans and traffic calming plans <u>for any urbanized area within the scope of the county or city general plan.</u> This bill would require a county or city to <del>include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions</del> <u>begin implementation of the plan within 2 years of the date of adoption of the plan.</u> This bill would increase <del>or decrease</del> the <del>15</del><u>20</u>-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic <del>violence.</del> <u>This bill would allow a person injured within the right-of-way in a collision with a motor vehicle to have a cause of action for failure to comply with these provisions against specified counties.</u></p>	<p><b>Watch</b>  <b>Priority 14S</b></p>
<p><b>SB 942 (Newman)</b>  <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b></p>	<p>3/22/22                      Senate Environmental Quality</p>	<p>This bill would allow public transit agencies to use funds from the Low Carbon Transit Operations Program to subsidize an ongoing free or reduced fare transit program. Sponsored by the California Transit Association.</p>	<p><b>SUPPORT</b>  <b>Priority 3S</b></p>

**TAMC Bill Matrix – April 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b></p>	<p>3/22/22 Senate Appropriations</p>	<p>This bill would establish the Transportation Resilience Program in the Department of Transportation (Caltrans), to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission (CTC) for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the CTC to prioritize projects that meet certain criteria.</p>	<p align="center"><b>Watch Priority 2S</b></p>

**TAMC Bill Matrix – April 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b></p>	<p>3/23/22 Senate Appropriations</p>	<p>This bill would require the Ocean Protection Council (OPC), in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the OPC, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the OPC. The bill would require the conservancy, in consultation with the OPC to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program.</p>	<p align="center"><b>Watch</b> <b>Priority 2S</b></p>
<p><b><u>SB 1121 (Gonzales)</u></b> <b><u>State and local transportation system: needs assessment</u></b></p>	<p><u>3/17/22</u> <u>Senate Transportation</u></p>	<p><u>This bill would require the CTC to conduct a 10 year needs assessment and to identify areas where needs may exceed revenues.</u></p>	<p align="center"><b><u>Watch</u></b> <b><u>Priority 1S</u></b></p>



TAMC Bill Matrix – April 2022

Measure	Status	Bill Summary	Recommended Position
<p><b><u>SB 1175 (McGuire)</u></b> <b><u>Department of Transportation: intermodal passenger services: rail corridors</u></b></p>	<p><u>3/23/22</u> <u>Senate Transportation</u></p>	<p><u>Existing law authorizes Caltrans to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. While not directly relevant to TAMC, TAMC is part of the larger rail mega region with the Sonoma-Marin Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.</u></p>	<p><b><u>SUPPORT</u></b> <b><u>Priority NA</u></b></p>
<p><b>SB 1217 (Allen)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b></p>	<p>3/29/22 Senate Transportation</p>	<p>This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the California Air Resources Board (CARB) for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of CARB, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations. The bill would require, on or before December 31, 2025, CARB to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.</p>	<p><b>Watch</b> <b>Priority 2S</b></p>

# Governor Newsom Proposes \$11 Billion Relief Package for Californians Facing Higher Gas Prices

Published: Mar 23, 2022

*Registered vehicle owners in California will be eligible for at least \$400 per vehicle, totaling \$9 billion in direct payments to millions of Californians*

\$2 billion in relief for free public transportation for three months, pausing a portion of the sales tax rate on diesel, and suspending the inflationary adjustment on gas and diesel excise tax

\$500 million to support active transportation programs, like walking and biking projects

Fast-tracking \$1.75 billion of the Governor's historic \$10 billion ZEV package to get more Californians into clean vehicles faster, build charging stations

SACRAMENTO – Today, as oil and gas companies continue to rake in record profits, [Governor Gavin Newsom unveiled](#) the details of his proposal to deliver \$11 billion in relief to Californians facing record-high gas prices.

“We’re taking immediate action to get money directly into the pockets of Californians who are facing higher gas prices as a direct result of Putin’s invasion of Ukraine,” said Governor Newsom. “But this package is also focused on protecting people from volatile gas prices, and advancing clean transportation – providing three months of free public transportation, fast-tracking electric vehicle incentives and charging stations, and new funding for local biking and walking projects.”

The Governor’s proposal calls for \$9 billion in tax refunds to Californians in the form of \$400 direct payments per vehicle, capped at two vehicles. This package also provides \$2 billion in broader relief including:

- \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months. As a result, roughly 3 million Californians per day who take the bus, subway, or light rail won’t have to pay a fare every time they ride.
- Up to \$600 million to pause a part of the sales tax rate on diesel for one year.
- \$523 million to pause the inflationary adjustment to gas and diesel excise tax rates.

The package also calls for \$500 million in active transportation for projects that promote biking and walking throughout the state. Additionally, this proposal fast-tracks a \$1.75 billion portion of the Governor’s historic \$10 billion ZEV package to further reduce the state’s dependence on oil and save Californians money, including the investments in more ZEV passenger vehicles and building more charging infrastructure throughout the state – especially in low-income communities.

The tax refund will take the form of \$400 debit cards for registered vehicle owners, and individuals will be eligible to receive up to two payments. An average California driver spends approximately \$300 in gasoline excise tax over a year.

The proposal provides up to two \$400 rebates per vehicle, for owners to support families with more than one vehicle in use. Eligibility will be based on vehicle registration, not tax records, in order to include seniors who receive Social Security Disability income and low-income non-tax filers. The Governor’s proposal does not have an income cap in order to include all Californians who are facing higher prices due to the cost of oil.

The Newsom administration will meet with the Legislature to negotiate the details of the proposal in the coming days. Once approved through the Legislature, the first payments could begin as soon as July.

Governor Newsom has allocated billions of dollars in direct relief to Californians over the past two years, including \$12 billion in direct checks through the Golden State Stimulus, \$5.2 billion in rent relief, and \$2 billion in utility relief. Since 2019, the Administration and Legislature have added significant expansions of the Earned Income Tax Credit, including expanding the credit to taxpayers with ITINs, expanding the credit to every Californian working full time at minimum wage, and adding the Young Child Tax Credit. Additionally, the Governor’s historic \$37.6 billion climate package provides the resources needed to forge an oil-free future and bolster the state’s clean energy economy.

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