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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, September 7, 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 August 3, 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 adopt 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. CLOSED SESSION:**

Pursuant to Government Code sections 54957(b)(1) and 54957.6, the Executive Committee will confer regarding recruitment process and labor negotiations for the position of Director of Finance and Administration.

Reconvene in open session and report any actions taken.

- Muck

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

- Muck

**7. ANNOUNCEMENTS**

**8. ADJOURN**

**ANNOUNCEMENTS**

Next Executive Committee meeting:  
**Wednesday, October 5, 2022 at 8:30 a.m.**

**If you have any items for the next agenda, please submit them to:**  
**Elouise Rodriguez, Clerk of the Board &**  
**Senior Administrative Assistant**  
**[Elouise@tamcmonterey.org](mailto: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](http://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:** September 7, 2022  
**Subject:** **Executive Committee draft minutes of August 3, 2022**

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### **RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of August 3, 2022.

### **ATTACHMENTS:**

- ▣ Executive Committee draft minutes of August 3, 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, August 3, 2022**

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

REMOTE VIDEO/PHONE CONFERENCE ONLY

<b>EXECUTIVE COMMITTEE</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>	<b>APR 22</b>	<b>MAY 22</b>	<b>JUN 22</b>	<b>AUG 22</b>
Mary Adams, <b>Chair</b> Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (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. 3 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)
Ed Smith, <b>Past Chair</b> Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	P (VC)	E	P (VC)	P (VC)	A	P (VC)	P (VC)
Wendy Root Askew, <b>County Representative</b> Supr. Dist. 4 (Y. Anderson)	P (VC)	P(A) (VC)	P(A) (VC)	E	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)
Kimbley Craig, <b>City Representative</b> Salinas (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)

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

P = Present

A = Absent

P(A) = alternate present

E = Excused

**1. CALL TO ORDER**

Vice Chair LeBarre called the meeting to order at 8:30 a.m. Roll call was taken, and a quorum was confirmed.

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

Others present: Robert Brayer and Susan Blich County Counsel; Paul Schlesinger and Jim Davenport, Thorn Run Partners; and Gus Khouri, Khouri Consulting.

**2. PUBLIC COMMENTS**

No public comment

**3. CONSENT AGENDA**

On a motion by Committee Alternate Courtney, seconded by Committee Member Smith, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of June 1, 2022.

**4. LEGISLATIVE UPDATE**

On a motion by Committee Member Askew, seconded by Committee Alternate Barba, the Committee recommended that the Board of Directors change from an “watch” to a “support” position on Assembly Bill (AB) 1919 regarding free transit passes. The Committee received an update on State and Federal legislative issues.

Agency federal legislative analysts Paul Schlesinger and Jim Davenport presented an update on federal legislative activities.

Gus Khouri, Agency state legislative analyst, gave an update on the state budget and reviewed a handful of legislative bills that are being hotly debated in Sacramento that would have dramatic impacts on transportation funding.

Mr. Khouri noted that on AB 1919 Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding, Monterey-Salinas Transit had expressed concerns and had recommended an “watch” position on the previous version of the bill, but is now recommending a “support” position on the bill as amended. This bill is now an opt-in proposal, whereby transit agencies would apply to Caltrans for grants to cover the cost of free passes for youth.

**5. EVALUATION OF EXECUTIVE DIRECTOR**

On a motion by Committee Member Craig, seconded by Committee Member Askew, the Committee recommended that the Board of Directors approve evaluation form, procedure, and timeline for completing annual evaluation for Executive Director.

Rita Goel, Director of Finance & Administration, reported the Executive Director's employment agreement requires the Board to evaluate his work by the December Board Meeting of each year. The attached evaluation forms were revised in 2016 in response to recommendations from Board Members. Forms will be sent out to Board Members via e-mail and upon completion, the Board Members are requested to return the evaluation to the chair via e-mail.

**6. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of August 24, 2022. After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- Safe Routes to School Art & Recognition
- SR 156 Castroville Boulevard Interchange Project Update

**7. ANNOUNCEMENTS**

No announcements this month.

**8. ADJOURNMENT**

Vice Chair LeBarre adjourned the meeting at 9:18 a.m.





## Memorandum

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** September 7, 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 adopt 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 and Agency legislative analyst Paul Schlesinger will present an update on federal legislative activities.

**Attachment 1** is a state report and **attachment 2** is an updated draft state bill list, reflecting the positions adopted by the TAMC Board on August 24. Any changes to the list since that meeting are indicated with cross-out and underline. Staff and Mr. Khouri will review the list at the meeting.

Representative Panetta secured a \$1 million earmark for the US 101 South of Salinas auxiliary lane project in the fiscal year 2023 transportation appropriations bill, which was approved by the House on a party-line vote on June 20. The bill now awaits Senate consideration. Meanwhile, Congress passed and the President signed the Inflation Reduction Act (IRA), which includes new grant programs for transportation projects. **Attachment 3** is a summary of the local government grant provisions in the newly enacted IRA. These new programs will go through the usual rule-making process at the respective administrations before California and/or TAMC will be able to apply for these grants.

Staff and consultants will present verbal updates at the meeting.

### **ATTACHMENTS:**

- ▣ State update
- ▣ Draft bill list

▫ Federal update - IRA



August 22, 2022

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – SEPTEMBER**

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### **General Update**

The Legislature is in the process of wrapping up the 2021-2022 legislative session. All business on the floor of each house must be acted upon by August 31 to be considered for signature by the Governor by September 30. Should a special session be called by the Governor for an extraordinary circumstance, such as a natural disaster, the current class can meet until November 30. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5.

The legislature is working on clean up language on the state budget. This effort may include opportunities to obtain \$100 million statewide for funding for planning, programming, and monitoring (PPM) of projects, as well as placing a cap on indirect cost recovery charged by Caltrans to self-help counties for items that may not be directly related to project delivery. PPM funds help provide resources to public agencies for the implementation and oversight of items such as multi-modal corridor projects, which are newer state requirements, and projects in local sales tax expenditure plans. In 2018, TAMC supported Senate Bill 848 (Committee on Budget), Chapter 46, Statutes of 2018, which placed a cap of 10 percent on indirect costs for a period of three-years (through fiscal year 2021-22). Monterey County is one of 25 counties in the state that have a “self-help” measure that provide more than \$4 billion in annual transportation funding statewide. Capping the imposition of indirect cost for items not associated with the scope of a project, such as Caltrans or California State Transportation Agency (CalSTA) overhead, provides cost certainty, and creates more capacity and

accountability for local tax dollars to be used for purposes of expediting the delivery of statewide priority projects

### **BILLS OF INTEREST**

#### **AB 2438 (Friedman) – Climate Action Plan for Transportation Infrastructure and California Transportation Plan Compliance – State Funding Eligibility**

This bill requires that state funding, including maintenance programs, such as the State Highway Operation Protection Program, the Senate Bill 1 competitive grant programs, and State Transportation Improvement Program, align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. This bill is pending consideration on the Senate Floor. TAMC has an “oppose unless amended” position on this bill, which would mandate a “one size fits all” top-down approach to tackling mutual goals of addressing critical air quality and mobility issues by constraining all state transportation funds, including maintenance funds. AB 2438 could result in denying access to billions of dollars in state funds for project in rural parts of California, undermining TAMC’s ability to be a funding partner on the state highway system and compromise TAMC’s ability to respond to safety and goods movement deficiencies that currently exist in the state highway system.

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b></p>	<p>8/2/22 Senate Floor</p>	<p>This bill would require a person who is 18 years of age or older riding a bicycle 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, 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. 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. The Bicycle and Pedestrian Facilities Advisory Committee voted to recommend the Board support this bill, as amended on March 21.</p>	<p><b>SUPPORT</b> <b>Priority 9S</b> <b>Letters sent 6/3 &amp; 8/24</b></p>
<p><b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway projects</b></p>	<p>6/29/22 Failed Passage</p>	<p>This bill would require the department to consult the California Healthy Places Index as a condition of using state funds or personnel time to fund or permit freeway projects. The bill would require the department to analyze housing and environmental variables through the index and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50<sup>th</sup> percentile on the housing and environmental variables analyzed through the index. 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.</p>	<p><b>OPPOSE UNLESS AMENDED</b> <b>Priority 2S</b> <b>Letters sent 4/4 &amp; 6/2</b></p>

TAMC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1909 (Friedman)</b> <b>Vehicles: bicycle omnibus</b></p>	<p>8/15/22 Senate Floor</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. The bill would instead authorize a local authority to prohibit the operation of any electric or any class of electric bicycle on an equestrian trail or hiking or recreational trail. 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. <u>The bill would authorize the Department of Parks and Recreation to prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department’s jurisdiction.</u></p>	<p><b>Watch</b> <b>Priority 9S</b></p>

TAMC Bill Matrix – September 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1919 (Holden)</b>  <b>Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</b></p>	<p>8/15/22                      Senate Floor</p>	<p>Upon the appropriation by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by Caltrans, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free passes to persons attending certain educational institutions, providing service and administering the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to apply without an educational institution partner. MST recommends a “support” position on the June 14<sup>th</sup> version of the bill. <u>The August 11 amendments are technical, adding a co-author and specifying the definition of transit agencies to encompass State Transit Assistance-eligible operators, including commuter and intercity rail passenger providers.</u></p>	<p><b>SUPPORT</b>  <b>Priority 3S</b></p>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1944 (Lee)</b> <b>Local government: open and public meetings</b></p>	<p>6/22/22 Failed Passage</p>	<p>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, existing law authorizes a local agency to use teleconferencing without complying with teleconferencing requirements when a declared state of emergency is in effect. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. By a majority vote of the local body, members would not need to post their address if it’s not a public place. The bill would require an updated agenda reflecting all members participating in the meeting remotely to be posted if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. 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.</p>	<p><b>SUPPORT</b> <b>Priority 15S</b> <b>Letters sent 4/5 &amp; 6/2</b></p>
<p><b>AB 1946 (Boerner Horvath)</b> <b>Electric bicycles: safety and training program</b></p>	<p>8/15/22 Signed by the Governor (Chapter 147, Statutes of 2022)</p>	<p>This bill would require Caltrans to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles.</p>	<p><b>Watch</b> <b>Priority 9S</b></p>



**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 2237 (Friedman)</b> <b>Transportation planning: regional transportation improvement plan: climate goals</b>	6/16/22 Failed Passage	This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency. The bill would require, to the extent permitted by the local tax measures, projects funded by local tax measures to be included in regional transportation plans and to adhere to the most recently adopted sustainable community strategy of the applicable regional transportation agency and the state’s climate goals.	<b>OPPOSE</b> <b>Priority 14S</b> <b>Letters sent 4/4 &amp; 6/2</b>
<b>AB 2264 (Bloom)</b> <b>Pedestrian crossing signals</b>	8/15/22 Senate Floor	This bill would require a state-owned or operated 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 state-owned or operated 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.	<b>Watch</b> <b>Priority 9S</b>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 2438 (Friedman)</b>  <b>Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards</b></p>	<p>8/15/22                      Senate Floor</p>	<p>This bill would require 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. <del>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.</del> 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.</p>	<p><b>OPPOSE unless amended</b>  <b>Priority 2S</b>  <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b></p>
<p><b>AB 2449 (Rubio, Blanca)</b>  <b>Open meetings: local agencies: teleconferences</b></p>	<p>6/30/22                      Senate                      Approps</p>	<p>This bill allows members of a legislative body of a local agency to use teleconferencing until January 1, 2026, without identifying each teleconference location in the notice and agenda of the meeting, and without making each teleconference location accessible to the public, if the public can participate remotely and are provided notice for that opportunity. It requires the agenda cite a reason for why any Board/ Committee member needs to participate remotely, including emergencies, requires them to have their video on and to identify who else is in the room, and limits each member’s remote participation to 3 consecutive months or 20 percent of the regular meetings for the local agency within a calendar year, or two meetings if the legislative body regularly meets fewer than 10 times per calendar year. Emergency absences include illness, childcare, business travel, or physical or mental limitations. <u>As amended on August 8, a legislative body would be authorized to consider and act on a request from a member to participate in a meeting remotely due to emergency circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made.</u></p>	<p><b>Watch</b>  <b>Priority 15S</b></p>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2514 (Dahle M)</b> <b>Transportation:</b> <b>underserved rural communities</b>	8/11/22 Senate Floor	This bill would require the State Management Plan prepared by Caltrans to include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities.	<b>Watch</b> <b>Priority 1S</b>
<b>AB 2622 (Mullin)</b> <b>Sales and use taxes:</b> <b>exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses</b>	8/11/22 Senate Floor	This bill would extend, from January 1, 2024, to January 1, 2026, the partial state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California transit agencies.	<b>SUPPORT</b> <b>Priority 13S</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/25</b>
<b>AB 2647 (Levine)</b> <b>Local government:</b> <b>open meetings</b>	8/18/22 Assembly Floor  Concurrence in Senate amendments pending	This bill requires a local agency to make writings distributed to the members of the governing board during a meeting available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately 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. <u>Senate amendments are technical, non-substantive.</u>	<b>Watch</b> <b>Priority 15S</b>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<b>AB 2805 (Bauer-Kahan)</b> <b>Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies</b>	8/18/22 Assembly Floor Concurrence in Senate amendments pending	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.	<b>SUPPORT</b> <b>Priority N/A</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b>
<b>SB 674 (Durazo)</b> <b>Public Contracts: workforce development: covered public contracts</b>	8/16/22 Assembly Floor	This bill would require <u>a contractor or subcontractor that is awarded a state contract, a subsidy, a grant, or a loan, for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment valued at ten million dollars or more, to incorporate high road job standards in their application.</u> <del>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.</del>	<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 – September 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>8/15/22                      Engrossing and enrolling-Preparation for Governor’s Desk</p>	<p>This bill would specify that 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, also applies to active transportation plans and pedestrian plans. The bill extends the January 1, 2023, sunset date to January 1, 2030, for 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>  <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b></p>

TAMC Bill Matrix – September 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>8/16/22                      Assembly Floor</p>	<p>This bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, <del>to develop or update the plan for a balanced, multimodal transportation network, and to ensure that the plan includes bicycle and pedestrian plans and traffic calming plans for any urbanized area within the scope of the county or city general plan.</del> <u>to incorporate the principles of the Federal Highway Administration’s Safe System Approach, to develop and incorporate bicycle plans, pedestrian plans, and traffic calming plans in the circulation element; and sets a goal for completion of all identified implementation actions within 25 years of the date of adoption of the modified circulation element.</u> This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of <u>the plan and to regularly review its progress towards completing implementation of the modified circulation element and to consider revising the circulation element if it determines it will not reach the goals of the bicycle, pedestrian, or traffic calming plans within 25 years of the date of adoption of the modified circulation</u> <del>the plan. This element. This bill would increase the 25-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic. Commencing January 1, 2024, 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. The bill would make this cause of action inoperative after January 1, 2028.</del> <u>The bill includes legislative intent that cities and counties use existing transportation funding to achieve the goals of these provisions.</u> Both the Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee voted to recommend the Board oppose this bill.</p>	<p><b>OPPOSE</b>  <b>Priority 14S</b>  <b>Letter sent 6/2</b></p>

**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<b>SB 942 (Newman)</b> <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b>	8/18/22 Senate Floor Concurrence in Assembly amendments pending	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.	<b>SUPPORT</b> <b>Priority 3S</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b>
<b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b>	6/2/22 Failed Passage	This bill would establish the Transportation Resilience, 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 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.	<b>Watch</b> <b>Priority 2S</b>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b>	8/15/22 Assembly Floor	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. The bill would require the OPC, in consultation with other state planning and coastal management agencies, 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, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1121 (Gonzales)</b> <b>State and local transportation system needs assessment</b>	8/15/22 Assembly Floor	This bill would require the CTC to conduct a 10-year needs assessment, metropolitan planning organizations, county transportation commissions, regional transportation planning agencies, local governments, and transit operators and to identify areas where needs may exceed revenues.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 1175 (McGuire)</b> <b>Department of Transportation: intermodal passenger services: rail corridors</b>	8/15/22 Assembly Floor	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-Marín Area Rail Transit District (SMART) and staff recommends supporting our partner agency in this effort.	<b>SUPPORT</b> <b>Priority NA</b> <b>Letters sent 4/6 &amp; 6/2 &amp; 8/24</b>



**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1217 (Allen)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	6/2/22 Failed Passage	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.	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1410 (Caballero)</b> <b>California Environmental Quality Act: transportation impacts</b>	8/11/22 Assembly Approps Held under submission	This bill requires the Governor’s Office of Planning and Research (OPR) to conduct a study on the impacts and implementation of the guidelines relating to vehicle miles traveled for each region in the state. The bill would require OPR to establish a grant program, upon legislative appropriation, to provide financial assistance to local jurisdictions for implementing those guidelines.	<b>Watch</b> <b>Priority N/A</b>

## Summary of Local Government Grant Provisions in the Inflation Reduction Act

### Background

The Senate on Sunday passed the Inflation Reduction Act (IRA), sending the measure to the House for a final vote on Friday, August 12. Passage of the bill will send the roughly \$740 billion measure to President Joe Biden's desk this weekend.

The broad legislation includes changes to tax policy, invests in efforts to help reduce climate change, and changes federal law relating to prescription drugs. Please let us know if you would like more information on any of these issues, but in the meantime, following is a summary of grant programs that are or will be available to local government entities:

- **Clean Heavy-Duty Vehicles.** Provides \$1 billion to the Environmental Protection Agency (EPA) for a new program to award grants and rebates to States, municipalities, Indian tribes, and nonprofit school transportation associations to help replace medium and heavy-duty vehicles with zero-emitting vehicles. Eligible vehicles include garbage trucks, beverage trucks, tow trucks, school buses, and single-axle trucks.
  - Funding could also be used to purchase, install, operate and maintain the infrastructure needed to charge, fuel or maintain zero-emission vehicles; for the workforce development and training to support the maintenance, charging, fueling and operation of the zero-emission vehicles; or to plan and provide technical assistance to support of zero-emission vehicle adoption and deployment.
  - The bill requires that 40 percent of funding (\$400 million) be directed to recipients proposing to replace eligible heavy-duty vehicles serving communities located in nonattainment areas (i.e., areas with high air pollution).
  
- **Climate Pollution Reduction Grants.** Provides \$5 billion for a new EPA competitive grant program for the planning and implementation of greenhouse gas reduction programs. Specifically, the bill provides EPA with \$250 million for planning grants and \$4.75 billion for implementation grants for programs, policies, measures, and other investments that will achieve or facilitate greenhouse gas emission reductions. Entities eligible to receive grants include States, air pollution control agencies, municipalities, and Indian tribes.
  - To apply for a grant, applicants must include information regarding the projected reduction of GHG air pollution reductions, including in low-income and disadvantaged communities in its plan.

- **Environmental and Climate Justice Block Grants.** Provides \$3 billion to EPA for a new program to award grants and provide technical assistance to address disproportionate environmental and public health harms related to pollution and climate change that impact disadvantaged communities.
  - Eligible funding recipients will be community-based nonprofits or organizations, or a partnership between community-based nonprofit organizations and a tribe, a local government or an institution of higher education.
  - Of these funds, \$2.8 billion is provided for grants to support eligible activities, \$200 million is provided for technical assistance grants. Eligible activities fall into five categories:
    1. Pollution monitoring, prevention and environmental remediation; investments in low- and zero-emission and resilient technologies and related infrastructure; and workforce development that help reduce greenhouse gas emissions and other air pollutants;
    2. Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events;
    3. Climate resiliency and adaptation;
    4. Reducing indoor toxics and indoor air pollution; and
    5. Facilitating engagement of disadvantaged communities in State and Federal public processes.
  
- **Neighborhood Access and Equity Grant Program.** Provides \$3 billion for a new Department of Transportation program that distributes competitive grants to States, local governments, and metropolitan planning organizations to improve transportation equity and accessibility and mitigate environmental impacts from transportation facilities.
  1. Construction of projects to remove, improve, or replace a transportation facility that is an obstacle to neighborhood connectivity, or projects to restore walkability and access in disadvantaged communities, or to improve access for bicyclists and pedestrians;
  2. Projects to mitigate the effects of existing surface transportation facilities on safety and the environment, including air pollution, noise pollution, and stormwater runoff; and
  3. Predevelopment projects to conduct transportation-related planning, monitoring, community engagement, technical assistance, and capacity building.
  
- **Investing in Coastal Communities and Climate Resilience.** Provides \$2.6 billion to the National Oceanic and Atmospheric Administration for conservation, restoration and protection of coastal and marine habitats and resources, including fisheries, to prepare for extreme storms and climate change effects, as well as for projects that support natural resources to sustain coastal and marine resource dependent communities.
  - Funds may take the form of grants, cooperative agreements, or technical assistance to coastal states, District of Columbia, tribal governments, nonprofits, local governments, and higher education institutes.

- **Improving Energy Efficiency or Water Efficiency or Climate Resilience of Affordable Housing.** Provides \$837.5 million for Housing and Urban Development loans and grants to fund projects targeting affordable housing and improving energy or water efficiency, enhance indoor air quality or sustainability, implement the use of zero-emission electricity generation, low-emission building materials or processes, energy storage, or building electrification or to address climate resilience. Principal amount of direct loans supported by the program not to exceed \$4 billion. Also provides funding for related activities, including implementation, cooperative agreements, and benchmarking of eligible properties.
- **Funding to Address Air Pollution.** Provides \$280.5 million to the EPA fund climate and clean air activities, including \$117.5 million for grants and other activities for air toxics and community air quality monitoring systems and \$50 million for grants and other activities to expand, replace, repair, operate and maintain the national ambient air quality multipollutant monitoring network, among other things.
- **Assistance of Latest and Zero Building Energy Code Adoption.** Provides \$1 billion for support to state and local governments to adopt updated building codes:
  - \$330 million to the Department of Energy to support states and local communities to adopt updated building energy codes for residential and commercial buildings, or to implement a plan to achieve full compliance including training and enforcement programs. Under this title, residential buildings must meet or exceed the 2021 International Energy Conservation Code or achieve equivalent or greater energy savings. Commercial buildings must meet or exceed the ANSI/ASHRAE/IES Standard 90.1-2019 or achieve equivalent or greater energy savings.
  - \$670 million for DOE to support grants for states and local governments to adopt building codes that meet or exceed zero energy provisions in the 2021 International Energy Conservation Code or an equivalent stretch code and implement a plan to achieve full compliance including training and enforcement.
- **Grants to Reduce Air Pollution at Ports.** Provides \$3 billion to EPA to fund a new competitive grant program for port authorities, state and municipal governments, or private entities to fund the purchase or installation of zero-emissions port equipment and technology and the development of climate action plans to reduce air pollutants at ports.
  - The bill allocates 25 percent of the funding for investments made at ports in nonattainment areas.
- **Diesel Emissions Reductions.** Provides \$60 million in funding to EPA to address diesel emissions through the existing Diesel Emissions Reduction Act ([DERA](#)) program, which provides competitive grants to state and local transportation agencies to replace diesel-powered vehicles.

- **Drought Mitigation in Bureau of Reclamation States.** Provides \$4 billion in new funding for grants, contracts, or financial assistance agreements to public entities and Indian Tribes that fund the following activities to mitigate the impacts of drought in the Reclamation States, with priority given to the Colorado River Basin and other basins experiencing comparable levels of long-term drought, to be implemented in compliance with applicable environmental law:
  1. Compensation for reduction of water use;
  2. Voluntary system conservation projects in the Lower Basin or Upper Basin of the Colorado River; and
  3. Ecosystem restoration projects to address issues caused by drought in a river basin or inland water body.
  
- **Bureau of Reclamation Domestic Water Supply Projects.** Provides \$550 million in new funding for grants, contracts, or financial assistance agreements for disadvantaged communities for up to 100 percent of the cost of the planning, design, or construction of water projects that would provide domestic water supplies to communities or households that do not have reliable access to domestic water supplies.