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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, October 5, 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 September 7, 2022.

- Rodriguez

### **END OF CONSENT AGENDA**

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#### **4. Legislative Update & Draft 2023 Program**

1. **RECEIVE** update on state and federal legislative issues; and
2. **RECOMMEND** the Board of Directors approve the draft 2023 legislative program for distribution to committees.

- Watson

*Staff and federal legislative analysts Gus Khouri and Paul Schlesinger will present updates on state and federal legislative activities and request input on the 2023 legislative program.*

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

- Muck

**6. ANNOUNCEMENTS**

**7. ADJOURN**

#### **ANNOUNCEMENTS**

Next Executive Committee meeting:  
**Wednesday, November 2, 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**

[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:** October 5, 2022  
**Subject:** **Executive Committee draft minutes of September 7, 2022**

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### **RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of September 7, 2022.

### **ATTACHMENTS:**

- ▣ Executive Committee draft minutes of September 7, 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, September 7, 2022**

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

REMOTE VIDEO/PHONE CONFERENCE ONLY

<b>EXECUTIVE COMMITTEE</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>	<b>SEP 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(A) (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. 3 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)
Ed Smith, <b>Past Chair</b> Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	E	P (VC)	P (VC)	A	P (VC)	P (VC)	P (VC)
Wendy Root Askew, <b>County Representative</b> Supr. Dist. 4 (Y. Anderson)	P(A) (VC)	P(A) (VC)	E	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)
Kimbley Craig, <b>City Representative</b> Salinas (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (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**

Chair Adams 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, County Counsel; Paul Schlesinger and Jim Davenport, Thorn Run Partners; Gus Khouri, Khouri Consulting; and Colleen Courtney, District 5 alternate.

## **2. PUBLIC COMMENTS**

No public comment

## **3. CONSENT AGENDA**

On a motion by Committee Member Craig, seconded by Committee Member Lopez, the Committee voted 6-0 to approve the minutes from the Executive Committee meeting of August 3, 2022.

## **4. LEGISLATIVE UPDATE**

The Executive Committee received an update on state and federal legislative issues.

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

Mr. Khouri noted that AB 2438 (Friedman): Climate Action Plan for Transportation Infrastructure and California Transportation Plan Compliance – State Funding Eligibility is now awaiting the Governor’s signature or veto, noting 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. Mr. Khouri noted he is coordinating with other organizations, notably the Self Help Counties Coalition, to request a veto on this bill.

Agency federal legislative analysts Paul Schlesinger and Jim Davenport presented an update on federal legislative activities. They reported that Congress returned to session on September 6 and indicated a plan to pass a Continuing Resolution by September 30 that will extend federal funding for transportation at existing levels until December 16, by which time they expect to pass appropriations bills.

## **5. CLOSED SESSION**

The Executive Committee held a closed session Pursuant to Government Code sections 54957(b)(1) and 54957.6, the Executive Committee conferred regarding recruitment process and labor negotiations for the position of Director of Finance and Administration.

Reconvened in open session: Agency Counsel Brayer reported that there was no reportable action taken.

## **6. TAMC BOARD DRAFT AGENDA**

Executive Director Todd Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of September 28, 2022. After Executive Committee discussion, direction was provided to staff to place the following items for consideration on the regular agenda:

- Employee of the Quarter
- Salinas Rail: Caltrain Operations Discussions
- Legislative Update
- Safe Routes to School Plan

## **7. ANNOUNCEMENTS**

No announcements this month.

## **8. ADJOURNMENT**

Chair Adams adjourned the meeting at 9:43 a.m.





## Memorandum

**To:** Executive Committee  
**From:** Christina Watson, Director of Planning  
**Meeting Date:** October 5, 2022  
**Subject:** Legislative Update & Draft 2023 Program

### **RECOMMENDED ACTION:**

#### **Legislative Update & Draft 2023 Program**

1. **RECEIVE** update on state and federal legislative issues; and
2. **RECOMMEND** the Board of Directors approve the draft 2023 legislative program for distribution to committees.

### **SUMMARY:**

Staff and federal legislative analysts Gus Khouri and Paul Schlesinger will present updates on state and federal legislative activities and request input on the 2023 legislative program.

### **FINANCIAL IMPACT:**

The legislative program continues a focus on preserving and seeking transportation funding.

### **DISCUSSION:**

Agency state legislative analyst Gus Khouri will present an update on state legislative activities, Agency federal analyst Paul Schlesinger will present an update on federal legislative activities, and staff will request input for the Agency legislative program for 2023.

**Attachment 1** is an end-of-year report summarizing state legislative activities. **Attachment 2** is the state bill list. The bill list shows the current status of state legislation, whether the bills are signed, dead, or awaiting the Governor's signature (he has until September 30 to veto or sign legislation, past the deadline for this report). Key bills signed into law include:

- Assembly Bill (AB) 2449 (Rubio, Blanca), open meetings: local agencies: teleconference, which allows local agencies to use teleconferencing without identifying the location from which Board or Committee members are participating, as long as the public can participate remotely. However, it requires the agenda cite a reason why any Board or Committee member needs to participate remotely, 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 within a calendar year.
- AB 2622 (Mullin): sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses, which extends the sales and use tax exemption for the purchase of transit buses from January 1, 2024 to January 1, 2026.
- AB 2805 (Bauer-Kahan): Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies (RCIS), which streamlines and clarifies the requirements of an RCIS and lifts the cap on the number of such strategies.

- Senate Bill (SB) 1175 (McGuire): Department of Transportation: intermodal passenger services: rail corridors, which expands Caltrans' rail authority to the Sacramento-Larkspur-Novato-Cloverdale corridor.

**Web attachment 1** is the Governor's veto message on AB 2438 (Friedman), which would have required the agencies that administer state transportation funding programs 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.

**Attachment 3** is an end-of-year report summarizing federal legislative activities.

**Attachment 4** is the draft 2023 legislative program, showing changes from the 2022 adopted program (**web attachment 2**), for discussion at the meeting.

#### ATTACHMENTS:

- State end-of-year report
- State bill list
- Federal end-of-year report
- Draft 2023 Legislative Program

#### WEB ATTACHMENTS:

1. [Governor's Veto Message - AB 2438 \(Friedman\)](#)
2. [Adopted 2022 TAMC legislative program](#)



September 27, 2022

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – OCTOBER**

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### **GENERAL UPDATE**

On August 31, the legislature concluded the second year of the 2021-22 Legislative Session. 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. TAMC has been actively advocating on several bills this year. Below is summary of items of interest, including information on the new Assembly and Senate districts lines approved by the California Citizens Redistricting Commission.

### **AB 285 REPORT**

Pursuant to Assembly Bill (AB) 285 (Friedman), Chapter 605, Statutes of 2019, Caltrans is required to detail how it plans to achieve maximizing emissions reductions in its California Transportation Plan to achieve the state's goal of reducing greenhouse gas emissions to 40% below 1990 levels by the end of 2030. The legislature required the Strategic Growth Council (SGC) to complete a report by January 31, 2022, with recommendations. SGC commissioned the UC Berkeley Institute of Transportation Studies to conduct the report. On February 18, the report was posted with the following findings:

- Too much state and local money is spent on highway widening and projects that increase vehicle travel and reflect a sustained reliance on cars;

- Projects, which take decades to plan, do not adjust and consider multimodal options;
- Too many layers of decision makers (State, regional, and local);
- MPOs have no land use authority, and their priorities do not sync with the state, sales tax measures are to blame; and
- State wants to restructure MPO and local government responsibilities, centralize things with state perspective.

There are several items to consider in the applicability of these findings. While Monterey County resides in a clean air attainment district, the State is placing a heavy emphasis on encouraging mode shift. Certain factors such as the county's population density, geography and demographics are discounted, prioritizing reduction of vehicle miles traveled (VMT). VMT reduction is not always feasible, particularly when the VMT threshold is set at a level intended to address urban areas, and the metric provides no proportionality in its application. From a regional perspective, the Central Coast has 1.5 million people living a region that is 18,000 square miles. By comparison, the Bay Area has 4.5 times the amount of people living in an area nearly 1/3 the size, while Los Angeles has 6.5 times the people in 1/4 of the area.

TAMC has been working on multiple fronts for years to deliver more frequent transit and passenger rail service (for example, via improvements to King City and Salinas rail stations, to enable Caltrain and Capitol Corridor service extensions), complete bike trails, and build highway projects to enhance safety and mobility for commuters, particularly those in disadvantaged communities, tourists, farmer workers, and goods movement throughput on US 101 and State Route (SR) 156. TAMC is working with Caltrans and regional partners on the deployment of charging stations to facilitate electric vehicle usage.

In response to the AB 285 report, Assembly Member Laura Friedman, Chair of the Assembly Transportation Committee, introduced legislation, AB 2237 and AB 2438, to provide the State with a more assertive and prescriptive role in meeting State climate goals. Below is a summary of those bills as well as other priority bills that TAMC acted on or tracked this year.

### **BILLS OF INTEREST**

#### **AB 1778 (Garcia): State transportation funding: freeway projects: poverty and pollution: Department of Transportation**

**Status:** Failed passage in the Senate Transportation Committee.

This bill would have required Caltrans 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 have required Caltrans to analyze housing and environmental variables through the index and would have prohibited any state funds or personnel time from being used to fund or

permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index. TAMC adopted an “oppose” position, since this bill could have halted improvements on US 101, SR 68, and SR 156.

**AB 2237 (Friedman): Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding**

**Status:** Failed passage in the Senate Transportation Committee.

This bill would have allowed the Strategic Growth Council (SGC), in consultation with the California Air Resources Board (CARB), the Department of Housing and Community Development (HCD), and the California State Transportation Agency (CalSTA), to review the duties and responsibilities of metropolitan planning organizations (MPOs) and to define what constitutes a “sustainable community.” The bill would have required the SGC to redirect funds from projects in a regional transportation improvement plan (RTIP) if they were not compliant with the State’s Climate Action Plan for Transportation Infrastructure (CAPTI). While the bill aimed to promote accelerated delivery of multi-modal projects, which could have led to increased investments for active transportation and passenger rail, it could have stopped delivery of highway projects, such as the US 101 South of Salinas project. The bill would have undermined local control by giving the Governor absolute decision-making authority, through CARB and the California Transportation Commission (CTC), over what types of local sales tax measure projects are funded. TAMC adopted an “oppose” position.

**AB 2438 (Friedman): Transportation funding: guidelines and plans**

**Status:** Governor’s Desk

This bill would require that all state funding, including maintenance programs such as the State Highway Operation Protection Program (SHOPP), the Senate Bill (SB) 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program (STIP) align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure (CAPTI).

The bill would require CalSTA, Caltrans, CTC, CARB, and SGC to jointly prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels, projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in CAPTI and away from projects that increase roadway vehicle capacity.

This bill could impact the ability to leverage state funds or dedicate Measure X revenues towards completing projects on the state highway system if they are deemed to increase

roadway capacity. Certain components of CAPTI are already being considered in guideline development for various programs.

### Brown Act Bills

#### **AB 1944 (Lee): Local government: open and public meetings**

**Status:** Failed passage in the Senate Governance and Finance Committee.

This bill would have provided a Brown Act exemption from the requirement for publicly posting the location of remote participation by a member of the local agency. It would have required all open and public meetings of a legislative body that elected 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. Unlike current law under AB 361, this bill would have allowed virtual meetings to occur regardless of whether a state of emergency had been declared.

#### **AB 2449 (Rubio): Open meetings: local agencies: teleconferences**

**Status:** Signed by the Governor, Chapter 285, Statutes of 2022.

AB 2449 requires that a least a quorum of the board meet in a physical location within the local agency's jurisdiction clearly identified on the agenda that is open to the public. Virtual participation in meetings is limited to specified emergency circumstances. Virtual participation is restricted to a period of no more than three consecutive months or 20% of the regular meetings for the local agency within a calendar year, or no more than two meetings if the legislative body regularly meets 10 times per calendar year. Board or Committee Members participating remotely must identify anyone in the room over the age of 18 and must always keep their videos on.

### REDISTRICTING

Last December, the California Citizens Redistricting Commission redrew the boundary lines for congressional, state, and local district representation. The impact of those decisions will take effect after this November's election; in some cases, it may not take effect until the following election in 2024.

In the state legislature, Monterey County's representation is expected to change. Currently, the County is represented by four members – Senators Anna Caballero and John Laird and Assembly Members Robert Rivas and Mark Stone – but will have three moving forward, two Assembly Members and one Senator. Assembly Member Stone moves further north as he attempts to serve his last term, but the County gains a representative in the newly created Assembly District 30. Monterey County will lose Senator Caballero who is drawn into a new district in the San Joaquin Valley. Senator Laird will continue to represent the County in his

current district through 2024. The new Senate district boundaries will be applicable thereafter, which will encompass the totality of Monterey County. Below is a summary of impacts to the County and Central Coast districts.

### **Monterey County Delegation**

**Assembly District 29** consists of the whole County of San Benito and portions of Santa Clara, Santa Cruz, and Monterey Counties. This district includes the Cities of Hollister, San Juan Bautista, Greenfield, King City, Salinas, Gonzales, Gilroy, and Soledad, and portions of Watsonville. This district includes smaller, rural, and agricultural-based communities that are connected to the larger communities of Watsonville and Gilroy. Communities in the Salinas Valley, which are kept together, share housing and transportation concerns. **Assembly Member Robert Rivas currently represents a vast portion of this district and is running for re-election.**

**Assembly District 30** consists of portions of Monterey, Santa Cruz, and San Luis Obispo Counties, including the Cities of Sand City, Del Rey Oaks, Morro Bay, Carmel-by-the-Sea, Capitola, Pacific Grove, Atascadero, Seaside, Arroyo Grande, Pismo Beach, Marina, El Paso de Robles (Paso Robles), Monterey, Grover Beach, and San Luis Obispo, and a zero-population split of Watsonville. This coastal district shares a tourism-based economy and strong ties to higher education institutions, including the Middlebury Institute of International Studies at Monterey (MIIS) and California State University, Monterey Bay (CSUMB). **This district was formerly represented by Assembly Member Jordan Cunningham but has been redrawn much further north, removing Santa Barbara County. Morro Bay Council Member Dawn Addis is running against non-profit director and businesswoman Vicki Nohrden for this seat.**

**Senate District 17** includes the Counties of Monterey, San Benito, Santa Cruz, and portions of San Luis Obispo County, which was split to balance population, but keeps together small coastal communities and cities. This district includes the Cities of Arroyo Grande, Atascadero, Capitola, Carmel-by-the-Sea, Del Rey Oaks, El Paso de Robles (Paso Robles), Gonzales, Greenfield, Hollister, King City, Marina, Monterey, Morro Bay, Pacific Grove, Pismo Beach, Salinas, Sand City, San Juan Bautista, San Luis Obispo, Santa Cruz, Scotts Valley, Seaside, Soledad, and Watsonville. This coastal district includes a mix of urban and suburban cities and rural communities. Shared interests include agriculture, tourism, and marine conservation. The district includes the largest protected marine sanctuary in the United States and universities renowned in the biological sciences, including University of California, Santa Cruz (UCSC) and CSUMB. **Senator Laird currently represents vast portions of the existing district.**

## **Other Central Coast Delegation Seats**

**Assembly District 28** consists of portions of Santa Clara and Santa Cruz Counties, including the Cities of Monte Sereno, Morgan Hill, Scotts Valley, and Santa Cruz, the town of Los Gatos, and portions of the City of San Jose. The district configuration factors in Santa Cruz's growing ties with Silicon Valley. The district features UCSC and its surrounding community. **This district is currently represented by Assembly Member Mark Stone but pushes him further north and out of Monterey County.**

**Assembly District 37** includes all of Santa Barbara County and portions of San Luis Obispo County. This district includes the Cities of Guadalupe, Buellton, Lompoc, Santa Maria, Goleta, Carpinteria, Solvang, and Santa Barbara. This is a coastal district with strong communities of farmworkers to the north, and includes University of California, Santa Barbara. This is a newly created district that will yield an additional representative for San Luis Obispo County after the November 2022 election cycle. Santa Barbara County Supervisor Gregg Hart is expected to win this seat.

**Senate District 21** includes Santa Barbara County and portions of San Luis Obispo and Ventura Counties. This district includes the Cities of Buellton, Camarillo, Carpinteria, Fillmore, Goleta, Grover Beach, Guadalupe, Lompoc, Ojai, Oxnard, Port Hueneme, San Buenaventura (Ventura), Santa Barbara, Santa Maria, Santa Paula, and Solvang. This district consists of coastal communities and smaller, rural, agricultural communities. Senator Monique Limón's current district includes Santa Barbara but not San Luis Obispo.



**TAMC Bill Matrix – September 2022**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 1713 (Boerner Horvath)</b> <b>Vehicles: required stops: bicycles</b></p>	<p>8/29/22 Senate Floor Failed Passage</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</b></p>
<p><b>AB 1778 (Cristina Garcia)</b> <b>State transportation funding: freeway projects</b></p>	<p>6/29/22 Senate Transportation 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**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1909 (Friedman)</b> <b>Vehicles: bicycle omnibus</b></p>	<p>9/16/22 Signed by the Governor (Chapter 343, Statutes of 2022)</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 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. 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.</p>	<p align="center"><b>Watch</b> <b>Priority 9S</b></p>
<p><b>AB 1919 (Holden)</b> <b>Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding</b></p>	<p>9/13/22 Vetoed</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.</p>	<p align="center"><b>SUPPORT</b> <b>Priority 3S</b> <b>Letter sent 8/30</b></p>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>AB 1944 (Lee)</b> <b>Local government: open and public meetings</b></p>	<p>6/22/22 Senate Governance &amp; Finance 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>
<p><b>AB 2237 (Friedman)</b>  <b>Transportation planning: regional transportation improvement plan: climate goals</b></p>	<p>6/16/22                      Senate Transportation                      Failed Passage</p>	<p>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.</p>	<p><b>OPPOSE</b>  <b>Priority 14S</b>  <b>Letters sent 4/4 &amp; 6/2</b></p>
<p><b>AB 2264 (Bloom)</b>  <b>Pedestrian crossing signals</b></p>	<p>9/23/22                      Signed by the Governor                      (Chapter 496, Statutes of 2022)</p>	<p>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.</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 2438 (Friedman)</b> <b>Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards</b>	9/29/22 Vetoed	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. 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.	<b>OPPOSE unless amended</b> <b>Priority 2S</b> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b>
<b>AB 2449 (Rubio, Blanca)</b> <b>Open meetings: local agencies: teleconferences</b>	9/13/22 Signed by the Governor (Chapter 285, Statutes of 2022)	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. 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.	<b>Watch</b> <b>Priority 15S</b>

**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>	9/25/22 Vetoed	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>	9/16/22 Signed by the Governor (Chapter 353, Statutes of 2022)	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>	8/29/22 Governor's Desk	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.	<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>	9/22/22 Signed by the Governor (Chapter 463 Statutes of 2022)	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>	9/9/22 Governor's Desk	This bill would require 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.	<b>Watch</b> <b>Priority 1S</b>
<b>SB 726 (Gonzalez)</b> <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	8/25/22 Assembly Floor Failed Passage	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>8/23/22                      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><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**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<p><b>SB 932 (Portantino)</b> <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</b></p>	<p>9/28/22 Signed by the Governor (Chapter 710 Statutes of 2022)</p>	<p>This bill would require the legislative body, upon the next substantive revision of the circulation element, on or before June 30, 2024, 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. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of 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 element. The bill includes legislative intent that cities and counties use existing transportation funding to achieve the goals of these provisions. 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>
<p><b>SB 942 (Newman)</b> <b>Low Carbon Transit Operations Program: free or reduced fare transit program</b></p>	<p>8/30/22 Governor’s Desk</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> <b>Letters sent 4/4 &amp; 6/2 &amp; 8/24</b></p>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1049 (Dodd)</b> <b>Transportation Resilience Program</b>	6/2/22 Assembly Transportation Failed Passage	<p>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.</p>	<b>Watch</b> <b>Priority 2S</b>
<b>SB 1078 (Allen)</b> <b>Sea Level Rise Revolving Loan Pilot Program</b>	9/13/22 Governor's Desk	<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. 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.</p>	<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 1121 (Gonzales)</b> <b>State and local transportation system needs assessment</b>	9/23/22 Signed by the Governor (Chapter 508, Statutes of 2022)	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>	9/13/22 Signed by the Governor (Chapter 303, Statutes of 2022)	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.	<b>SUPPORT</b> <b>Priority NA</b> <b>Letters sent 4/6 &amp; 6/2 &amp; 8/24</b>
<b>SB 1217 (Allen)</b> <b>State-Regional Collaborative for Climate, Equity, and Resilience</b>	6/2/22 Assembly Natural Resources 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>

**TAMC Bill Matrix – September 2022**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 1410 (Caballero)</b> <b>California Environmental Quality Act: transportation impacts</b>	8/11/22 Assembly Approps Failed Passage	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>

**2022 Annual Report  
Thorn Run Partners**

September 30, 2022

To: Christina Watson  
From: Paul Schlesinger  
Re: Annual Report

With Congress still in session, the 117<sup>th</sup> Congress not yet concluded, and business pertinent to TAMC still unfinished; it is not possible to provide a definitive summation of the year. It has already, however, been a year that has seen the passage and implementation of measures of substantial significance in the transportation milieu.

While the Infrastructure Investment and Jobs Act (IIJA) was enacted on November 15 of last year, implementation of key provisions carried over to this calendar year. A hallmark of the legislation, also known as the Bipartisan Infrastructure Law (BIL), was the truly dramatic increase in the amount of funds that were authorized to be implemented through discretionary grants, of which there was a similarly dramatic increase. Notices of Funding Opportunity (NOFO) for the following programs have been issued (in chronological order):

- Safe Streets and Roads for All;
- Natural Gas Distribution Infrastructure Safety and Modernization Program;
- University Transportation Centers Program;
- Transit-Oriented Development Pilot Program;
- Bridge Investment Program;
- Reconnecting Communities Pilot Program;
- Railroad Crossing Elimination Program;
- Ferry Programs;
- All Stations Accessibility Program;
- Nationally Significant Federal Lands and Tribal Project Program;
- Consolidated Rail Infrastructure & Safety Improvements Grant Program; and
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program.

Others should follow soon. After the bill's enactment, we provided TAMC with information about each of these programs, as well as a summary of the legislation in its entirety. As each NOFO has been issued, we have worked to make certain that it was promptly provided to TAMC staff.

It wasn't until March 15 of this year that the President signed into law legislation finalizing appropriations for Fiscal Year 2022, which began on October 1, 2021, and extends to

September 30, 2022. We were pleased to provide TAMC with a summary of funding in this omnibus legislation that would be of particular significance.

Shortly after enactment of the legislation making appropriations for FY '22, the Administration released its budget request for FY '23, and we promptly provided staff with a summary and analysis of the recommended transportation budget.

Even before this time, we began preparing to submit an earmark request to our Congressional delegation for the FY '23 Appropriations bills. We provided guidance and recommendations on the criteria for projects that might meet with the greatest acceptance by our delegation and the pertinent Congressional Committees. TAMC staff prepared excellent documentation and application materials in support of our request; \$1 million as necessary to complete the funding package for the construction of the US 101 auxiliary lane – South of Salinas. This amount complements the \$317,000 approved by the Board from Measure X funds, and \$2.989 million programmed by Caltrans. With Congressman Panetta's leadership, our request was included and fully funded in the bill which was reported from the House Appropriations Committee and passed on the House floor.

While a similar effort was undertaken with regard to seeking funding through our Senators, the project has not been included in the Senate companion measure that was released in late July. We have been working to try and assure that it will be in the final Appropriations bill that we believe will be enacted in December.

In addition to work on the earmarks, we kept TAMC staff apprised of other, more general developments related to the transportation appropriations bill in the House, including information related to funding levels of transportation programs. When the Senate appropriations measures were unveiled, we provided charts comparing those funding levels with amounts included in the House-passed measure.

More recently, as the Inflation Reduction Act (IRA) was being developed, we provided TAMC staff with summaries of various transportation provisions that were said to be in the mix.

With September winding down, and elections approaching, we would expect most legislative activities to slow until after the elections. We will continue to keep TAMC apprised of any significant developments, and continue to advocate for the South of Salinas earmark funding and such other measures deemed of import.

We look forward to the opportunity to respond to any questions/concerns/ideas that this memorandum engenders, and most especially to continuing our work on behalf of TAMC in Washington in the months and years ahead.



## 2023~~2~~ Legislative Program

### State Priorities

- 1S. Preserve funding for [all modes of](#) transportation projects, maximize formula funding to regions, and preserve regional discretion and priority-setting [for infrastructure needs](#). [Advocateing for proportionality on the application of vehicle miles traveled metrics in comparison to larger metro areas in the state, particularly for completing multi-modal corridors or highway projects in less densely populated or disadvantaged areas of the county, to increase safety for commuters, enhance routes needed for evacuation from climate events, goods movement, and tourism travel.](#)
- 2S. [Leverage Measure X funds and partner with state agencies to p](#)Pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, [passenger rail](#), infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 3S. Promote jobs-housing balance and alternative transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, while maintaining statewide equity between urban and rural areas.
- 4S. Support funding for [zero-emission](#) alternative fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, [electrical grid reliability](#), and incentives for electric bike and vehicle purchases.
- 5S. Explore replacement funding mechanisms for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, [full conversion to a](#) vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- ~~6S. —Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.~~

~~7S.6S.~~ Support the use of State rail funding to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.

~~8S.7S.~~ Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects

~~9S.8S.~~ Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.

~~10S.~~ ~~Support legislation to devote more funding to the oversubscribed Active Transportation Program.~~

~~11S.9S.~~ Support streamlining project delivery, including simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.

~~12S.~~ ~~Coordinate with the Monterey Salinas Transit District (MST) to update Transportation Development Act (TDA) law.~~

~~13S.10S.~~ Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.

~~14S.11S.~~ Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, alternative commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.

~~15S.12S.~~ Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.

~~16S.13S.~~ Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.





## 20232 Legislative Program

### Federal Priorities

- 1F.** Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds ~~in the multimodal transportation authorization bill:~~
1. Support an adequate level of funding for Monterey-Salinas Transit (MST) ~~through advocacy on a new transportation bill~~ with appropriations sufficient to ensure immediate access to funding.
  2. Increase and index the gas tax to inflation.
  3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
  4. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
  5. Remove procedural obstacles that impede expenditure of authorized federal funding, including cash flow options for small and rural grantees.
  6. Support congressionally directed federal funding for Agency transportation priorities.
  7. Coordinate with military installations in Monterey County to seek funding for transportation projects with a nexus to those installations.
  8. Support MST application for federal funding for the SURF! Bus Line in the Monterey Branch Line corridor.
  9. Support applications for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program for projects on the California Central Coast.
  - ~~10. Support funding for infrastructure projects that provide resiliency for disaster preparedness and climate change impacts, such as electric vehicle charging infrastructure or sea level rise adaptive projects.~~

**2F.** Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.

~~**3F.** Advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.~~

**4F.3F.** Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.

**5F.4F.** Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.

**6F.5F.** Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.

DRAFT