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

**Wednesday, April 7, 2021**

**\*\*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** Executive Committee draft Minutes of March 3, 2021.

- Rodriguez

**END OF CONSENT AGENDA**

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**4. RECEIVE** update on state and federal legislative activities and **RECOMMEND** the Board of Directors adopt positions on proposed legislation.

- Watson/Khoury

*Staff will present state and federal legislative updates and present proposed legislation for the Committee to consider recommendations of positions of support or opposition.*

**5. RECEIVE** report on draft TAMC Board meeting agenda of April 22, 2021.

- Muck

**6. ANNOUNCEMENTS**

**7. ADJOURN**

**NEXT MEETING May 5, 2021.**

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhances 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 allows local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. 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 the meeting. 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](mailto:info@tamcmonterey.org)

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

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



## ***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant and Clerk of the Board  
**Meeting Date:** April 7, 2021  
**Subject:** **Executive Committee Draft Minutes of March 3, 2021**

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### **RECOMMENDED ACTION:**

**APPROVE** Executive Committee draft Minutes of March 3, 2021.

### **ATTACHMENTS:**

- ▣ Executive draft minutes

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

**Wednesday, March 3, 2021**

\*\*\* 9:00 a.m. \*\*\*

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

<b>EXECUTIVE COMMITTEE</b>	<b>APR 20</b>	<b>MAY 20</b>	<b>JUN 20</b>	<b>AUG 20</b>	<b>SEP 20</b>	<b>OCT 20</b>	<b>NOV 20</b>	<b>JAN 21</b>	<b>FEB 21</b>	<b>MAR 21</b>
Ed Smith, <b>Chair</b> Monterey (D. Albert, A. Renny)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)
Mary Adams, <b>1<sup>st</sup> Vice Chair</b> Supr. Dist. 5 (S. Hardgrave, C. Courtney)	P (VC)	P (VC)	P (A) (VC)	P (VC)	P (VC)	P(A) (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)
Michael LeBarre, <b>2<sup>nd</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)
Luis Alejo, <b>Past Chair</b> Supr. Dist. 1 (L. Gonzales/ J. Gomez)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	A (VC)	P (VC)	P(A) (VC)
Chris Lopez, <b>County Representative</b> Supr. Dist. 2 (P. Barba)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	A (VC)	P (VC)	P (VC)
Kimbley Craig, <b>City Representative</b> (C. Cromeenes)	P (VC)	P (VC)	P (VC)	P(A) (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)	P (VC)

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

P = Present

A = Absent

P(A) = alternate present

**1. CALL TO ORDER:**

Chair Smith called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed. (as noted above). Committee alternate Gonzales arrived after the consent agenda.

Staff present: Goel, Hale, Muck, Rodriguez, Watson, and Zeller.

Others present: Agency Counsel Katherine Hansen; Legislative Consultant Gus Khouri; County staff Javier Gomez; and MST CEO/General Manager Carl Sedoryk.

**2. PUBLIC COMMENTS:**

None this month.

**3. CONSENT AGENDA:**

**M/S/C**

Craig/Adams/unanimous

On a motion by Committee Member Craig, seconded by Committee Member Adams, the committee voted 5-0 to approve the minutes from the Executive Committee meeting of February 3, 2021.

**4. STATE AND FEDERAL LEGISLATIVE UPDATE**

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

On a motion by Committee Member LeBarre, seconded by Committee Member Craig, the committee voted 6-0 to recommend the Board of Directors adopt the staff-recommended positions on state legislation; and

On a motion by Committee Member Craig, seconded by Committee Member Adams, the committee voted 6-0 to recommend the Board of Directors authorize staff to publish a Request for Qualifications for a federal legislative advocate to assist in securing federal funding for Agency priority projects.

Gus Khouri, Agency Legislative Consultant, reported on Governor Newsom's proposed FY 2021-22 State Budget and the Governor's proposed climate action plan. Mr. Khouri highlighted the state bill list and recommended positions on certain bills.

Christina Watson, Principal Transportation Planner, reviewed federal legislative activities. She reported that the American Rescue Plan, a 1.9 trillion package that includes \$350 billion for state and local governments, is moving forward. Ms. Watson recommended support of two federal initiatives, Congressman Panetta's E-BIKE Act and the Complete Streets Act. Ms. Watson noted that the Democrats are discussing reinstating federally-directed funding (i.e. earmarks) and asked the Committee to direct

staff whether TAMC should go out with a Request for Qualifications (RFQ) or if TAMC and the Santa Cruz County Transportation should jointly go out for a RFQ for more unified representation.

**4. CLOSED SESSION**

The Committee held a closed session Public Employment pursuant to Government Code section §54957, the Executive Committee will confer concerning employment contract with the Agency's Executive Director. (No Enclosures)

Reconvened in open session:

The Committee reconvened in open session. Agency Counsel Hansen reported that the Executive Committee has approved the Executive Director's contract extension and no reportable action was taken.

**5. TAMC DRAFT AGENDA**

Deputy Executive Director Muck reviewed the draft regular and consent agenda for the TAMC Board meeting of March 24, 2021. After Executive Committee discussion, direction to staff was provided to place the following items for consideration on the regular agenda:

- Legislative Update
- Closed Session-Executive Director Employment Contract  
(at the end of the agenda)

**6. ANNOUNCEMENTS**

None this month.

**7. ADJOURNMENT**

Chair Smith adjourned the meeting at 10:47 a.m.



## Memorandum

**To:** Executive Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** April 7, 2021  
**Subject:** Legislative Update

### **RECOMMENDED ACTION:**

**RECEIVE** update on state and federal legislative activities and **RECOMMEND** the Board of Directors adopt positions on proposed legislation.

### **SUMMARY:**

Staff will present state and federal legislative updates and present proposed legislation for the Committee to consider recommendations of positions of support or opposition.

### **FINANCIAL IMPACT:**

Some of the proposed legislation may have a financial impact on TAMC.

### **DISCUSSION:**

Agency legislative analyst Gus Khouri and staff will provide updates on state and federal legislation and seek Committee input on recommended positions on draft legislation. **Attachment 1** is the state legislative report.

The updated state bill list (**Attachment 2**) includes several new bills that align with the Agency's adopted legislative program (**Web Attachment 1**). Changes to the list since the Board adoption on March 24 are indicated via strike-out and underline.

The following bills are now recommended for a new support position:

- Assembly Bill (AB) 34 (Murasutchi): Communications: Broadband for All Act of 2022, which was amended from a spot bill to place \$10 billion in general obligation bonds for broadband infrastructure on the November 2022 ballot.
- AB 41 (Wood): Broadband Infrastructure, which was amended to specify the priority areas for broadband conduits in Caltrans projects to include Castroville, Chualar, Gonzales, Greenfield, King City and Soledad.
- AB 1260 (Chen): California Environmental Quality Act (CEQA) exemptions: transportation-related projects, which would exempt from state environmental review the infrastructure to charge or refuel zero-emission trains.
- Senate Bill (SB) 735 (Rubio): Vehicles: speed safety cameras, which would authorize the use of traffic speed safety cameras to enforce speed limits in school zones.

Pursuant to the TAMC Board action on March 24, staff submitted the US 101 South of Salinas and the State Route 68 Salinas-Monterey projects for consideration for Community Project Funding.



## ATTACHMENTS:

- ▣ State legislative report
- ▣ State bill list

## WEB ATTACHMENTS:

- [TAMC 2021 Legislative Program](#)



March 24, 2021

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – MARCH**

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### **State Budget**

Governor Newsom's proposed FY 2021-22 State Budget stated that there would be an estimated \$1.5 billion reduction of gas tax receipts through FY 2024-25 attributable to the drop in fuel consumption from the COVID-19 shelter in place order (N-29-20). This drop in gas tax income will have an impact funding for local streets and roads, the State Highway Operations and Protection Program (SHOPP), which focuses on maintaining our state highway system, and the State Transportation Improvement Program (STIP), which provides funding to local transportation agencies for multi-modal transportation improvements. For FY 2020-21 through FY 2023-24, \$17.4 billion is programmed for the SHOPP and \$2.4 billion for the STIP. The STIP has a projected \$100 million shortfall for the 2022 cycle, which will be somewhat ameliorated by federal stimulus funds. Updated numbers will be provided during the release of the May Revise, which should be published by May 7.

### **Governor's Climate Action Plan for Transportation Infrastructure**

The California State Transportation Agency, in collaboration with Caltrans, the Governor's Office of Planning and Research (OPR) the California Air Resources Board (CARB), and the Strategic Growth Council, is in the process of finalizing guidance to implement Governor Newsom's Executive Order, N-19-19. That Executive Order aims to reduce greenhouse gas emissions and vehicle miles traveled through limiting capacity projects along the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian

programs, and electric vehicle infrastructure. The implementation plan being developed is named the Climate Action Plan for Transportation Infrastructure (CAPTI).

The draft CAPTI encourages investments in improvements for disadvantaged communities, safety improvements that reduce fatalities on roadways and transit systems, projects that respond to climate risk for transportation infrastructure projects, projects that reduce vehicle miles traveled, and investments into passenger rail prioritized over highways, particularly capacity projects. The CAPTI is intended to apply to the following funding programs: the Highway Safety Improvement Program, STIP, Local Partnership Program, Solutions for Congested Corridors Program, State Highway Operations and Protection Program, Trade Corridor Enhancement Program, and Transit Capital and Intercity Rail Program.

While the adopted TAMC 2021 State Legislative Platform is supportive of many of these objectives, it may be problematic for many small urban/rural areas to refrain from making highway capacity project improvements, particularly where reductions in vehicle miles traveled may not be possible due to the lack of rail infrastructure or density to support those systems, or the inability of certain populations, such as farmworkers or construction labor, to pragmatically utilize the service. TAMC needs to plan, fund, and deliver projects that may increase passenger vehicle travel in order to address safety, congestion, and freight movement, particularly along lifeline routes, where there is no alternative solution for passenger rail service or transit service.

The draft CAPTI policy could require TAMC to reassess its ability to leverage voter-approved investments as articulated in the expenditure plans for Measure X, since CAPTI implies there will be less state investment made on the state highway system. While the state cannot make adjustments to locally approved sales tax expenditure plans, as the owner/operator of the state highway system, it reserves the right to place local funds on a state-owned asset and authorize the availability of state resources. CAPTI also calls into question whether the legislature has the ability to shift constitutionally protected funds from their intended purpose given that voters in 2018 recently rejected Proposition 6, the repeal of SB 1, and supported Proposition 69, protecting SB 1 revenues for their intended purpose.

Through the proposed FY 2021-22 State Budget, Governor Newsom is proposing to invest \$1 billion into zero-emission infrastructure and \$496 million into zero-emission vehicle rebates as part of the issuance of Executive Order, N-76-20, which prohibits the sale of gasoline-powered passenger vehicles by 2035, thereby promoting zero-emission vehicles for future mobility needs. The Governor's Office reached out to extend its appreciation for TAMC being among the first local transportation agencies statewide to endorse advancements into ZEV infrastructure. TAMC continues to work with the Central Coast Coalition, Caltrans, and the Monterey Bay Electric Vehicle Alliance to install charging stations in the region. Through the Coast Rail Coordinating Council, TAMC strives to make coast rail service a reality by bridging the 153-mile gap between Gilroy and San Luis Obispo.

CalSTA held a CAPTI workshop on March 18 and will hold another in late April with the hope of adopting the CAPTI in June. The CTC may hold workshops to facilitate public participation. CAPTI implementation will occur through a combination of amending budget trailer bill language and revising guidelines for various programs.

### **CTC Commissioner Update**

On Friday, March 19, Governor Newsom reappointed Joe Tavaglione and appointed Darnell Grisby to fill the vacancy left by former Los Angeles County Supervisor Yvonne Burke. Grisby recently served as Executive Director at TransForm since 2020. He was Director of Policy Development and Research at the American Public Transportation Association from 2011 to 2020.

**TAMC Bill Matrix – March 2021**

Measure	Status	Bill Summary	Recommended Position
<b>AB 11 (Ward)</b>  <b>Climate Change: regional climate change authorities</b>	1/25/21  Assembly Natural Resources	This bill would require the Strategic Growth Council to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.	<b>Watch</b>  <b>Priority 2S</b>
<b>AB 34 (Murasutchi)</b>  <b>Communications: Broadband for All Act of 2022</b>	3/17/20  Assembly Communications & Conveyance	<del>This is a spot bill for the Broadband for All Act of 2022, to place a ballot measure on the November 8, 2022 statewide general election, to authorize the issuance of state general obligation bonds to fund increased access to broadband services to rural, urban, suburban, and tribal unserved and underserved communities. This bill would enact the Broadband for All Act of 2022, which, if approved by the voters on November 8, 2022, would authorize the issuance of \$10 billion in general obligation bonds for purposes of providing financial assistance to deploy broadband infrastructure and broadband services.</del>	<del><b>Watch</b></del> <u><b>SUPPORT</b></u>  <b>Priority 6S</b>
<b>AB 41 (Wood)</b>  <b>Broadband Infrastructure</b>	3/17/20  Assembly Communications & Conveyance	<del>This bill would improve California’s “Dig Once” policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved. This bill would require Caltrans, as part of those projects that are located in priority areas or areas that connect existing broadband infrastructure to priority areas, to install broadband conduits capable of supporting fiber optic communication cables. Per the Public Utilities Commission’s Resolution T-17443, priority areas would include Castroville, Chualar, Gonzales, Greenfield, King City and Soledad.</del>	<del><b>Watch</b></del> <u><b>SUPPORT</b></u>  <b>Priority 6S</b>

**TAMC Bill Matrix – March 2021**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 43 (Friedman)</b></p> <p><b>Traffic Safety</b></p>	<p>1/11/21</p> <p>Assembly Transportation</p>	<p>This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual to balance integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. The bill would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians. <u>This bill has been amended to allow Caltrans and local jurisdictions to change speed limits on highways approaching schools or business districts.</u></p>	<p><b>SUPPORT</b></p> <p><b>Priority 9S</b></p>
<p><b>AB 51 (Quirk)</b></p> <p><b>Climate change: regional climate adaptation planning groups and plans</b></p>	<p>1/11/21</p> <p>Assembly Natural Resources</p>	<p>Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change. This bill would require the Strategic Growth Council to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council to develop criteria for regional climate adaptation plans.</p>	<p><b>Watch</b></p> <p><b>Priority 2S</b></p>

**TAMC Bill Matrix – March 2021**

Measure	Status	Bill Summary	Recommended Position
<p><b>AB 67 (Petrie-Norris)</b></p> <p><b>Sea-level Rise: Working Group: economic analysis</b></p>	<p>1/11/2021</p> <p>Assembly Natural Resources</p>	<p>This bill would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require the Ocean Protection Council to establish a multiagency working group on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council to develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.</p>	<p><b>Watch</b></p> <p><b>Priority 2S</b></p>
<p><b>AB 72 (Petrie-Norris)</b></p> <p><b>Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report</b></p>	<p>1/11/2021</p> <p>Assembly Natural Resources</p>	<p>This bill would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore and authorize the implementation of options within the agency’s jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects. The bill would require the agency to submit a report to the Legislature with recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.</p>	<p><b>Watch</b></p> <p><b>Priority 2S</b></p>

**TAMC Bill Matrix – March 2021**

Measure	Status	Bill Summary	Recommended Position
<b>AB 117 (Beorner Horvath)</b>  <b>Electric Bicycles</b>	1/11/21  Assembly Transportation	The bill would require the State Air Resources Board to establish and implement and administer the Electric Bicycle Rebate Pilot Project to provide rebates for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project and an end-of-program evaluation of the pilot project. The bill would appropriate from the Greenhouse Gas Reduction Fund \$10,000,000 to the state board for purposes of the pilot project.	<b>SUPPORT</b>  <b>Priority 14S</b>
<b>AB 339 (Lee)</b>  <b>State and local government: open meetings</b>	1/28/21  Introduced	This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option. The bill would require translation services be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized. The bill would require the legislative bodies of the local agency to employ a sufficient amount of qualified bilingual persons to provide translation during the meeting in the language of a non-English-speaking person, in jurisdictions which govern a substantial number of non-English-speaking people. This bill would require legislative bodies of local agencies, and state bodies to translate agendas and instructions for accessing the meeting into all languages for which 5% of the population in the area governed by the local agency, or state body’s jurisdiction, are speakers.	<b>Watch</b>  <b>Priority 15S</b>
<b>AB 361 (Rivas, Robert)</b>  <b>Open meetings: local agencies: teleconferences</b>	2/12/2021  Assembly Local Government	This bill provides exemptions from the Ralph M. Brown Act’s meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.	<b>SUPPORT</b>  <b>Priority 15S</b>



**TAMC Bill Matrix – March 2021**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>AB 476 (Mullin)</b>  <b>Department of Transportation: state highways: transit bus pilot program</b>	<u>3/17/2021</u>  Assembly Transportation	<u>This bill would authorize the Caltrans to establish a pilot program, of up to 8 projects statewide, to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. This bill is expected to be a two-year bill.</u>	<b>Watch</b>  <b>Priority 14S</b>
<b>AB 703 (Rubio, Blanca)</b>  <b>Open meetings: local agencies: teleconferences</b>	2/25/2021  Assembly Local Government	This bill is similar to AB 361, except that it would allow local jurisdictions to continue using teleconference capabilities, provided that access is granted to the public, without an emergency being called.	<b>SUPPORT</b>  <b>Priority 15S</b>
<b>AB 713 (Garcia, Cristina)</b>  <b>Health analysis: transportation policies</b>	<u>3/23/2021</u>  Assembly Transportation	<u>This bill would require the State Transportation Agency to develop an action plan to better integrate health analysis into the design and implementation of the state’s transportation policies, programs, and funding allocations with the goal of maximizing health and health equity benefits.</u>	<b>Watch</b>  <b>Priority 1S</b>
<b>AB 745 (Gipson)</b>  <b>Air pollution: Clean cars 4 all program</b>	2/25/2021  Assembly Transportation	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for zero-emission vehicles to persons of low or moderate income living in disadvantaged communities to replace vehicles that have failed a smog check inspection.	<b>SUPPORT</b>  <b>Priority 4S</b>
<b>AB 786 (Cervantes)</b>  <b>CTC: Executive Director</b>	2/25/21  Assembly Transportation	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	<b>OPPOSE</b>  <b>Priority 1S</b>
<b>AB 955 (Quirk)</b>  <b>Highways: encroachment permits: broadband facilities</b>	<u>3/23/2021</u>  Assembly Transportation	<u>This bill would establish additional procedures for Caltrans’ review of an application for an encroachment permit for a broadband facility. Caltrans would have 30-days to process a permit.</u>	<b>Watch</b>  <b>Priority 6S</b>

**TAMC Bill Matrix – March 2021**

Measure	Status	Bill Summary	Recommended Position
<b>AB 1049 (Davies)</b>  <b>Public Transportation Account: loan repayment</b>	3/4/21  Assembly Transportation	The Budget Acts of 2013 and 2014 authorized the transfer of up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require the \$54,000,000 in approved loans to be repaid to the Public Transportation Account and be available to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.	<b>Watch</b>  <b>Priority 1S</b>
<b>AB 1069 (Lackey)</b>  <b>Zero-emission passenger vehicles: underrepresented communities</b>	3/4/21  Assembly Transportation	This bill would establish a goal of having 60% of all zero-emission vehicles be purchased by underrepresented communities, defined as individuals who self-identify as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native, and/or who self-identify as gay, lesbian, bisexual, or transgender.	<b>Watch</b>  <b>Priority 4S</b>
<b>AB 1147 (Friedman)</b>  <b>Regional Transportation Plans: electric bicycles</b>	3/22/21  Assembly Transportation	This bill would authorize transportation planning agencies to include trips made by electric bicycles in regional transportation plans.	<b>Watch</b>  <b>Priority 14S</b>
<b>AB 1260 (Chen)</b>  <b>CEQA: exemptions: transportation-related projects</b>	<u>3/4/2021</u>  <u>Assembly Natural Resources</u>	<u>This bill would provide a California Environmental Quality Act (CEQA) exemption for projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.</u>	<u><b>SUPPORT</b></u>  <b>Priority 4S</b>
<b>AB 1499 (Daly)</b>  <b>Transportation: design-build: highways</b>	3/11/21  Assembly Transportation	This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system.	<b>Watch</b>  <b>Priority 11S</b>

**TAMC Bill Matrix – March 2021**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Recommended Position</b>
<b>SB 10 (Wiener)</b>  <b>Planning and zoning: housing development: density</b>	3/22/21  Senate Governance & Finance	This bill authorizes a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site.	<b>Watch</b>  <b>Priority 3S</b>
<b>SB 28 (Caballero)</b>  <b>Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021</b>	3/23/21  Senate Energy, Utilities & Commerce  Set for hearing on 4/12	This bill, the Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021 (Reform Act), would require the Department of Technology to compile an inventory of state-owned resources available for use in the deployment of broadband networks in rural, unserved, and underserved communities.	<b>SUPPORT</b>  <b>Priority 6S</b>
<b>SB 261 (Allen)</b>  <b>Regional transportation plans: sustainable communities strategies</b>	3/16/21  Senate Transportation	This bill would require that the sustainable communities strategy be developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the Air Resources Board.	<b>Watch</b>  <b>Priority 1S</b>
<b>SB 339 (Wiener)</b>  <b>Road Usage Charge Pilot Program</b>	3/10/21  Senate Transportation	This bill extends by four years the Road Usage Charge (RUC) Technical Advisory Committee (TAC). The purpose of the TAC is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.	<b>Watch</b>  <b>Priority 5S</b>
<b>SB 475 (Cortese)</b>  <b><u>Transportation planning: sustainable communities strategies</u></b>	3/18/2021  Senate Environmental Quality	<u>This bill would require the California State Air Resources Board to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.</u>	<b><u>Watch</u></b>  <b><u>Priority 1S</u></b>

**TAMC Bill Matrix – March 2021**

Measure	Status	Bill Summary	Recommended Position
<b>SB 542 (Limón)</b>  <b>Zero-emission vehicles: fees</b>	3/10/21  Senate Transportation	This bill would repeal the road improvement fee of \$100 to be paid to the Department of Motor Vehicles (DMV) for registration or renewal of registration of every zero-emission motor vehicle (ZEV) with a model year of 2020 or later. Repealing this fund source would jeopardize funding for Senate Bill 1 (SB 1) programs. Funding shortages would widen annually if new ZEVS do not pay the registration fee.	<b>OPPOSE</b>  <b>Priority 1S</b>
<b>SB 551 (Stern)</b>  <b>California Electric Vehicle Authority</b>	3/23/21  Senate Energy, Utilities & Commerce  Set for hearing on 4/6	This bill would establish the California Electric Vehicle Authority to coordinate and streamline activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment and ensure related equity, workforce development, and economic development priorities are addressed.	<b>SUPPORT</b>  <b>Priority 4S</b>
<b>SB 643 (Archuleta)</b>  <b>Fuel Cell Electric Fueling Infrastructure</b>	3/22/21  Senate Rules	This bill would require the California Air Resources Board to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles.	<b>Watch</b>  <b>Priority 4S</b>
<b>SB 671 (Gonzalez)</b>  <b>Clean Freight Corridor Efficiency Program</b>	3/10/21  Senate Transportation  Set for hearing on 4/13	This bill would establish the Clean Freight Corridor Efficiency Program to establish criteria for identifying 5 of the state’s most used freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities, and improving those corridors.	<b>Watch</b>  <b>Priority 2S</b>
<b>SB 726 (Gonzalez)</b>  <b>Alternative fuel and vehicle technologies: transportation sustainability strategy</b>	<u>3/23/2021</u>  <u>Senate Environmental Quality</u>  <u>Set for 4/21</u>	<u>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 2022 update of the scoping plan, to set a greenhouse gas emissions reduction target for the transportation sector.</u>	<u>Watch</u>  <u>Priority 1S</u>

**TAMC Bill Matrix – March 2021**

Measure	Status	Bill Summary	Recommended Position
<b>SB 735 (Rubio)</b>  <b><u>Vehicles: speed safety cameras</u></b>	<u>3/18/2021</u>  <u>Senate Transportation</u>	<u>The bill would authorize a local authority to use a traffic speed safety camera system to enforce speed limits in a school zone.</u>	<b><u>SUPPORT</u></b>  <b><u>Priority 9S</u></b>
<b>SB 771 (Becker)</b>  <b>Sales and Use Tax Law: zero emissions vehicle exemption</b>	3/3/21  Senate Governance & Finance	This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure X revenues if the state did not reimburse local entities for lost revenues. The requested amendment would be to restore the local reimbursement for lost revenues.	<b>OPPOSE unless amended</b>  <b>Priority 1S</b>
<b>SB 792 (Glazer)</b>  <b>Sales and use tax: retailers: reporting</b>	3/25/21  Senate Governance & Finance  Set for hearing on 3/25	This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure X revenues.	<b>SUPPORT</b>  <b>Priority 1S</b>