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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, March 3, 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 February 3, 2021.

**-Rodriguez**

**END OF CONSENT AGENDA**

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**4. State and Federal Legislative Update:**

1. **RECEIVE** update on legislative activities;
2. **RECOMMEND** the Board of Directors adopt positions on proposed legislation; and
3. **CONSIDER RECOMMENDING** that the Board of Directors authorize the Executive Director to enter into a partnership with the Santa Cruz County Regional Transportation Commission to hire a federal advocate in Washington, DC, to assist in securing federal funding for Agency priority projects.

**- Watson/Khouri**

***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. 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)

Reconvene in open session and report any actions taken.

**- Goel/Hansen**

**6. RECEIVE report on draft TAMC Board meeting agenda of March 24, 2021.**

**- Muck**

**7. ANNOUNCEMENTS**

**8. ADJOURN**

**Next Executive Committee meeting is:**

**Wednesday, April 7, 2021**

**There will be no Executive Committee meeting in December.**

**Please mark your calendars.**

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:** March 3, 2021  
**Subject:** **Executive Committee Draft Minutes of February 3, 2021**

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### **RECOMMENDED ACTION:**

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

### **ATTACHMENTS:**

- Executive Draft Minutes of February 3, 2021

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

**Wednesday, February 3, 2021**

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

ZOOM REMOTE VIDEO/PHONE CONFERENCE ONLY

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

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

P = Present

A = Absent

P(A) = alternate present

P (VC) = present via video conference

**1. CALL TO ORDER:**

Chair Alejo called the meeting to order at 9:00 a.m. Roll call was taken, and a quorum was confirmed. (as noted above).

Staff present: Goel, Hale, Muck, Rodriguez, Watson, Williamson, Wright, and Zeller.  
Others present: Agency Counsel Katherine Hansen and Grant Leonard, North County resident.

**2. PUBLIC COMMENTS:**

None this month.

**3. CONSENT AGENDA:**

**M/S/C**

Craig/Lopez/unanimous

On a motion by Committee Member Craig and a second by Committee Member Lopez, the committee voted 6-0 to approve the minutes from the Executive Committee meeting of January 6, 2021.

**4. RACIAL EQUITY PROGRAM IDEAS**

Director Hale reported that in November 2021, Agency staff participated in a three-part training with the County of Monterey's Civil Rights Office. The training provided data that shows that race is a leading determinant of negative economic outcomes in a community, often due to underinvestment or historical bias. Director Hale asked for the Committee's input on ideas to integrate specific racial equity-based activities into three program areas: funding, public outreach and hiring.

Committee members LeBarre and Lopez commented that San Lucas sidewalks are very much needed and would be transformational to the area.

Committee member Lopez expressed concern with having a community-based participatory budgeting program only in the Salinas Valley. Chair Smith advised staff to reach out to the City of Monterey staff to learn about how they have refined their Neighborhood Improvement Program to address issues such as representation, participation, and systems for success over time. Director Hale noted that the goal is to conduct a pilot program in a small area, such as Greenfield, in order to test out and refine the process in an area that needs more investment.

Committee member Craig encouraged the Agency to look at improving pedestrian safety in places where walking is most challenging, such as access to Kamman and Barton elementary schools, rather than making minor improvements in more walkable areas.

With regard to more diverse hiring, Committee members noted that hiring or housing incentives have been successful elsewhere, as has hiring top performers from other agencies. Committee member Craig suggested reaching out to Police Chief Fresé regarding how she improved diversity in the City of Salinas police force.

Past Chair Alejo commended Director Hale for bringing this program forward, noting equity programs are the right thing to do.

Public comment:

Grant Leonard, North County resident, commented that he is really excited to see this program move forward, and he noted that the disadvantaged communities in North County – Pajaro, Castroville and Las Lomas – should also be included for special focus. He also suggested that the Agency expand its hiring outreach to local young professionals' groups.

#### 4. **DRAFT OVERALL WORK PROGRAM, BUDGET AND INTEGRATED FUNDING PLAN**

On a motion by Committee Member Lopez and a second by Past Chair Alejo, the committee voted 6-0 to:

**Authorize** Executive Director to submit the draft fiscal year 21/22 budget and Overall Work Program to Caltrans for initial review; and

**Recommend** that the Board provide direction and guidance to staff on the three-year budget for fiscal years 21/22 through 23/24, the Overall Work Program for fiscal year 21/22, and the 2021 Integrated Funding Plan ; and

**Recommend** that the Board direct the Executive Director to bring the final three-year budget, one-year Overall Work Program, and the Integrated Funding Plan back to the Board on May 26, 2021 for approval.

Todd Muck, Deputy Executive Director, reported on the proposed annual Agency Overall Work Program, which describes the activities that the Agency will undertake during the next fiscal year and provides the basis for the 2021/22 budget. He noted that the activities list is similar to last year, focused on funding and delivering projects, and preparing for the future. The Integrated Funding Plan provides a summary of regional projects and programs the Agency is currently working on, such as the Rail Extension to Salinas, Measure X regional projects, and the Safe Routes to Schools program.

Rita Goel, Director of Finance & Administration, reported the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include salaries and benefits, materials and supplies, and equipment. Direct program expenditures include contracts for outside consultants, and ongoing project and program delivery (i.e. SAFE call box operations and the Freeway Service Patrol roving tow trucks). The proposed fiscal year 2021-2022 operating expenditure budget is \$3,679,434, a net increase over fiscal year 2020-2021 of \$83,138. The proposed fiscal



year current direct program expenditure budget is \$1,910,739, a net decrease over fiscal year 20/21 of \$11,812,180.

Ms. Goel noted the big change in the budgeting process this fiscal year is direct program expenditures for regional projects such as Salinas Rail Extension and Measure X programs will only be listed in the Integrated Funding Plan, which is why the Direct Program budget reflects a large reduction from the current fiscal year.

Public comments:

Grant Leonard, North County resident, suggested that the State Route 156 improvements at Castroville Boulevard project be accelerated to take advantage of the positive bid environment. He indicated his support for the project as well as the Blackie Road extension, which will shift a lot of truck traffic off Merritt Street in Castroville. Staff noted that the SR 156 project is moving quickly but is not expected to start construction for another 18 months.

**5. CLOSED SESSION**

The Committee held a closed session Pursuant to Government Code section 54956.9(d)(1), the Committee will confer with legal counsel regarding real property negotiations regarding Agency owned property in the City of Marina adjacent to 8th Street and State Route 1.

The Committee reconvened in open session. Agency Counsel Hansen reported that the Executive Committee provided direction to staff and no reportable action was taken.

**6. TAMC DRAFT AGENDA**

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

- Unmet Transit Needs Hearing
- Traffic Safety PLAY to Learn Kits
- Draft Overall Work Program, Budget and Integrated Funding Plan
- Closed Session-Real Property Negotiations

**7. ANNOUNCEMENTS**

None this month.

**8. ADJOURNMENT**

Chair Alejo adjourned the meeting at 10:55 a.m.



**Memorandum**

**To:** Executive Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** March 3, 2021  
**Subject:** Legislative Update

**RECOMMENDED ACTION:**

**State and Federal Legislative Update:**

1. **RECEIVE** update on legislative activities;
2. **RECOMMEND** the Board of Directors adopt positions on proposed legislation; and
3. **CONSIDER RECOMMENDING** that the Board of Directors authorize the Executive Director to enter into a partnership with the Santa Cruz County Regional Transportation Commission to hire a federal advocate in Washington, DC, to assist in securing federal funding for Agency priority projects.

**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:**

The Governor's draft budget reflects a reduction in transportation funding due to a \$1.5 billion decrease in gas tax receipts, that may be somewhat ameliorated by \$912 million federal stimulus funds for highway and related projects. 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.

The draft state bill list (**Attachment 1**) includes several new bills that align with the Agency's adopted legislative program (**Web Attachment 1**).

The following bills are recommended for support:

- Assembly Bill (AB) 43 (Friedman): Traffic Safety, which 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 in order to eliminate fatalities for motorists, bicyclists, and pedestrians.
- AB 117 (Beorner Horvath): Electric Bicycles, which would require the State Air Resources Board to establish and administer the Electric Bicycle Rebate Pilot Project to provide rebates for purchases of electric bicycles.
- AB 361 (Rivas, Robert): Open meetings: local agencies: teleconferences, which would provide 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.

- Senate Bill (SB) 28 (Caballero): Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021, which 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.
- SB 551 (Stern): California Electric Vehicle Authority, which would coordinate and streamline EV infrastructure deployment. The recommended support position is consistent with priority 4S.
- SB 792 (Glazer): Sales and use tax: retailers: reporting, which would require retailers to track the home of the purchaser, which could help Measure X revenues.

The following bills are recommended for opposition:

- AB 786 (Cervantes): California Transportation Commission (CTC): Executive Director, which would give the Governor the power to appoint the CTC Executive Director, who is currently hired by the eleven CTC Commissioners (nine of whom are appointed by the Governor).
- SB 542 (Limon): Zero-emission vehicles (ZEV): fees, which would repeal the ZEV fee that currently funds Senate Bill 1 (SB 1) grant programs.
- SB 771 (Becker): Sales and Use Tax Law: zero-emission vehicle exemption, which would exempt some ZEVs from sales taxes. This could impact Measure X revenues if the state did not reimburse local entities. Staff recommends an "oppose unless amended", requesting the author amend the bill to reimburse local entities for lost sales tax income.

**Attachment 2**, the state legislative report, notes that the state is now considering how to distribute the federal funding from the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021. California received \$912 million from that legislation, which may be used for a wide variety of transportation purposes. The California Transportation Commission (CTC) is suggesting using the funding to backfill the shortfall in the State Highway Operations and Protection Program, primarily used for highway maintenance, and the State Transportation Improvement Program, which primarily funds major state highway and rail projects. Regional agencies, including TAMC and its sister agencies in the Central Coast Coalition, have proposed that this funding be allocated as much as possible to a discretionary grant program that funds multimodal local road and street projects, known as the Regional Surface Transportation Program. This discussion on the use of the federal funding is still underway.

At the federal level, President Biden is moving forward with his American Rescue Plan, a \$1.9 trillion recovery package that includes \$350 billion in aid to state and local governments, among many features directly targeting the health and economic fallout from the coronavirus pandemic. He has indicated his interest in moving forward on an infrastructure package in 2021.

**Web Attachment 2** is an article that discusses some of the features of that package, which must be introduced by Congress, not the President. The current federal transportation authorization bill expires on September 30, 2021.

Congressmember Jimmy Panetta has introduced the "Electric Bicycle Incentive Kickstart for the Environment Act" or "E-BIKE Act", which will provide a 30% tax credit, up to \$1,500, for the purchase of E-Bikes (**Attachment 3**). Staff recommends the Agency support this legislation as consistent with the Agency's policy to support healthy, active transportation and to reduce greenhouse gas emissions.

On February 24, 2020, Senator Edward J. Markey (MA) and Congressman Steve Cohen (TN) re-introduced the Complete Streets Act of 2019, a bill that promotes safer and more accessible street design across the United States (**Web Attachment 3**). This Act would set aside federal funds to support Complete Streets projects (five percent of annual federal highway funds), require states to create a program to provide technical assistance and award funding for communities to build Complete Streets projects, and direct localities to adopt a Complete Streets policy that meets a minimum set of standards to access that dedicated funding. Staff recommends the Agency support this legislation as consistent with the Agency's policy to support safe streets and active transportation corridors.

Democrats have indicated that they will propose the return of federally-directed funding, a.k.a. earmarks, this year (**Web Attachment 4**). Before earmarks were banned in 2010, Monterey County did well in obtaining millions of dollars for the US 101 Prunedale Improvement Project, the State Route 156 improvements project, the Airport Boulevard/US 101 interchange project, and the Sanctuary Scenic Trail project. Staff recommends that the Agency go out to bid to hire a federal legislative analyst to assist in obtaining earmarks for its priority projects. One cost-effective way to do so might be to join with the Santa Cruz County Regional Transportation Commission in their upcoming solicitation for a new federal advocacy firm. Staff will present a verbal update and seek Committee input on this idea prior to entering into official discussions.

#### ATTACHMENTS:

- ▣ State Bill List
- ▣ State legislative report - Khouri
- ▣ Panetta E-BIKE Act

#### WEB ATTACHMENTS:

1. [TAMC 2021 Legislative Program](#)
2. [February 6, 2021 article in Government Technology, "What may be ahead for Biden's infrastructure plan?"](#)
3. [February 24, 2021 blog post on Smart Growth America, "The Complete Streets Act is back"](#)
4. [February 16, 2021 article in CNN.com, "Congress is about to bring back its secret weapon"](#)

**TAMC Bill Matrix – February 2021**

| <b>Measure</b>  | <b>Status</b>                                   | <b>Bill Summary</b>   | <b>Recommended Position</b>              |
|---|---|---|--|
| <b>AB 11 (Ward)</b><br><br><b>Climate Change:<br/>regional climate<br/>change authorities</b> | 1/25/21<br><br>Assembly<br>Natural<br>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><br><br><b>Priority 2S</b>   |
| <b>AB 34 (Murasutchi)</b><br><br><b>Communications:<br/>Broadband for All<br/>Act of 2022</b> | 12/7/20<br><br>Introduced                       | 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.   | <b>Watch</b><br><br><b>Priority 6S</b>   |
| <b>AB 41 (Wood)</b><br><br><b>Broadband<br/>Infrastructure</b>                                | 12/7/20<br><br>Introduced                       | This bill would improve California’s “Dig Once” policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved.  | <b>Watch</b><br><br><b>Priority 6S</b>   |
| <b>AB 43 (Friedman)</b><br><br><b>Traffic Safety</b>  | 1/11/21<br><br>Assembly<br>Transportation       | 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. | <b>SUPPORT</b><br><br><b>Priority 9S</b> |

**TAMC Bill Matrix – February 2021**

| Measure  | Status   | Bill Summary   | Recommended Position                   |
|--|--|--|--|
| <b>AB 51 (Quirk)</b><br><br><b>Climate change: regional climate adaptation planning groups and plans</b>   | 1/11/21<br><br>Assembly<br>Natural Resources   | 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.  | <b>Watch</b><br><br><b>Priority 2S</b> |
| <b>AB 67 (Petrie-Norris)</b><br><br><b>Sea-level Rise: Working Group: economic analysis</b>  | 1/11/2021<br><br>Assembly<br>Natural Resources | 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. | <b>Watch</b><br><br><b>Priority 2S</b> |
| <b>AB 72 (Petrie-Norris)</b><br><br><b>Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report</b> | 1/11/2021<br><br>Assembly<br>Natural Resources | 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.   | <b>Watch</b><br><br><b>Priority 2S</b> |

**TAMC Bill Matrix – February 2021**

| Measure   | Status  | Bill Summary  | Recommended Position                             |
|---|---|---|--|
| <p><b>AB 117 (Beorner Horvath)</b></p> <p><b>Electric Bicycles</b></p>                            | <p>1/11/21</p> <p>Assembly<br/>Transportation</p> | <p>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.</p>   | <p><b>SUPPORT</b></p> <p><b>Priority 14S</b></p> |
| <p><b>AB 339 (Lee)</b></p> <p><b>State and local government: open meetings</b></p>                | <p>1/28/21</p> <p>Introduced</p>                  | <p>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.</p> | <p><b>Watch</b></p> <p><b>Priority 15S</b></p>   |
| <p><b>AB 361 (Rivas, Robert)</b></p> <p><b>Open meetings: local agencies: teleconferences</b></p> | <p>2/1/2021</p> <p>Introduced</p>                 | <p>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.</p>   | <p><b>SUPPORT</b></p> <p><b>Priority 15S</b></p> |

**TAMC Bill Matrix – February 2021**

| <b>Measure</b>   | <b>Status</b>         | <b>Bill Summary</b>   | <b>Recommended Position</b>             |
|--|-----------------------|---|---|
| <b>AB 786 (Cervantes)</b><br><b>California Transportation Commission: Executive Director</b>     | 2/16/21<br>Introduced | 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><br><br><b>Priority 1S</b> |
| <b>AB 1049 (Davies)</b><br><b>Public Transportation Account: loan repayment</b>                  | 2/18/21<br>Introduced | 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><br><br><b>Priority 1S</b>  |
| <b>AB 1069 (Lackey)</b><br><b>Zero-emission passenger vehicles: underrepresented communities</b> | 2/18/21<br>Introduced | 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><br><br><b>Priority 4S</b>  |
| <b>AB 1147 (Friedman)</b><br><b>Regional Transportation Plans: electric bicycles</b>             | 2/18/21<br>Introduced | This bill would authorize transportation planning agencies to include trips made by electric bicycles in regional transportation plans.   | <b>Watch</b><br><br><b>Priority 14S</b> |
| <b>AB 1499 (Daly)</b><br><b>Transportation: design-build: highways</b>                           | 2/19/21<br>Introduced | 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><br><br><b>Priority 11S</b> |



**TAMC Bill Matrix – February 2021**

| Measure  | Status   | Bill Summary  | Recommended Position                     |
|--|--|---|--|
| <b>SB 10 (Wiener)</b><br><br><b>Planning and zoning: housing development: density</b>                                  | 1/28/21<br><br>Senate Housing                                      | 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><br><br><b>Priority 3S</b>   |
| <b>SB 28 (Caballero)</b><br><br><b>Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021</b> | 12/7/20<br><br>Introduced  | 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><br><br><b>Priority 6S</b> |
| <b>SB 261 (Allen)</b><br><br><b>Regional transportation plans: sustainable communities strategies</b>                  | 2/3/21<br><br>Double referred to Senate Housing and 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><br><br><b>Priority 1S</b>   |
| <b>SB 339 (Wiener)</b><br><br><b>Road Usage Charge Pilot Program</b>   | 2/8/21<br><br>Introduced   | 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><br><br><b>Priority 5S</b>   |

**TAMC Bill Matrix – February 2021**

| <b>Measure</b>   | <b>Status</b>         | <b>Bill Summary</b>   | <b>Recommended Position</b>                            |
|--|-----------------------|---|--|
| <b>SB 542 (Limón)</b><br><b>Zero-emission vehicles: fees</b>                             | 2/18/21<br>Introduced | 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><br><br><b>Priority 1S</b>                |
| <b>SB 551 (Stern)</b><br><b>California Electric Vehicle Authority</b>                    | 2/18/21<br>Introduced | 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><br><br><b>Priority 4S</b>               |
| <b>SB 643 (Archuleta)</b><br><b>Fuel Cell Electric Fueling Infrastructure</b>            | 2/19/21<br>Introduced | 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><br><br><b>Priority 4S</b>                 |
| <b>SB 671 (Gonzalez)</b><br><b>Clean Freight Corridor Efficiency Program</b>             | 2/19/21<br>Introduced | 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><br><br><b>Priority 2S</b>                 |
| <b>SB 771 (Becker)</b><br><b>Sales and Use Tax Law: zero emissions vehicle exemption</b> | 2/19/21<br>Introduced | 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.                           | <b>OPPOSE unless amended</b><br><br><b>Priority 1S</b> |

**TAMC Bill Matrix – February 2021**

| <b>Measure</b>   | <b>Status</b>             | <b>Bill Summary</b>   | <b>Recommended Position</b>              |
|--|---------------------------|---|--|
| <b>SB 792 (Glazer)</b><br><br><b>Sales and use tax: retailers: reporting</b> | 2/19/21<br><br>Introduced | 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><br><br><b>Priority 1S</b> |



February 10, 2021

TO: Board Members, Transportation Agency for Monterey County

FROM: Gus Khouri, President, Khouri Consulting LLC

**RE: STATE LEGISLATIVE UPDATE – FEBRUARY**

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Last month, a summary was provided on Governor Newsom's proposed FY 2021-22 State Budget, which 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 Governor's COVID-19 shelter in place order (N-29-20). This will undoubtedly 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 federal stimulus package however, through HR 133, will provide some much-needed relief for public transportation operations (\$2 billion) and highway projects (\$912 million). The state has also received over \$500 million in the redistribution of unused funding from other states. This is in addition to the \$3.7 billion that was received last year through the CARES Act to help transit agencies.

The California Transportation Commission (CTC) is in the process of hosting workshops to determine the distribution of the \$912 million in federal stimulus funds for highway projects. The purpose of the money is to backfill lost revenue from the pandemic-induced recession. Traditionally, these funds have been split 60/40 between the state and local transportation agencies, respectively. If that formula is maintained, this would result in roughly \$365 million being transferred to local agencies, and \$547 million going to the state. The State's share will

most likely go towards the SHOPP to help maintain the state highway system and provide active transportation linkages. Several regions have expressed a preference that the local share be distributed through the Surface Transportation Block Grant formula, which provides a direct, flexible allocation to help expedite project delivery. The CTC has suggested that distributions go through the STIP process in order to help with the construction of the 2022 STIP, which is expected to have a shortfall of \$100 million for the cycle. The CTC is expected to address the item at its March 24 meeting.

.....  
(Original Signature of Member)

117TH CONGRESS  
1ST SESSION

# H. R.

To amend the Internal Revenue Code of 1986 to provide a credit for the purchase of certain new electric bicycles.

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## IN THE HOUSE OF REPRESENTATIVES

Mr. PANETTA introduced the following bill; which was referred to the Committee on \_\_\_\_\_

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# A BILL

To amend the Internal Revenue Code of 1986 to provide a credit for the purchase of certain new electric bicycles.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Electric Bicycle Incen-  
5 tive Kickstart for the Environment Act” or as the “E-  
6 BIKE Act”.

7 **SEC. 2. CREDIT FOR CERTAIN NEW ELECTRIC BICYCLES.**

8 (a) IN GENERAL.—Subpart C of part IV of sub-  
9 chapter A of chapter 1 of the Internal Revenue Code of

1 1986 is amended by adding at the end the following new  
2 section:

3 **“SEC. 36C. ELECTRIC BICYCLES.**

4 “(a) ALLOWANCE OF CREDIT.—In the case of an in-  
5 dividual, there shall be allowed as a credit against the tax  
6 imposed by this subtitle for any taxable year an amount  
7 equal to 30 percent of the cost of any qualified electric  
8 bicycle placed in service by the taxpayer during such tax-  
9 able year.

10 “(b) LIMITATION.—

11 “(1) DOLLAR LIMITATION.—In the case of any  
12 taxpayer for any taxable year, the credit allowed  
13 under subsection (a) shall not exceed the excess (if  
14 any) of—

15 “(A) \$1,500 (twice such amount in the  
16 case of a joint return), reduced by

17 “(B) the aggregate credits allowed to the  
18 taxpayer under subsection (a) for the 2 pre-  
19 ceding taxable years.

20 “(2) NUMBER OF BICYCLES.—In the case of  
21 any taxpayer for any taxable year, the number of bi-  
22 cycles taken into account under subsection (a) shall  
23 not exceed the excess (if any) of—

24 “(A) 1 (2 in the case of a joint return), re-  
25 duced by

1           “(B) the aggregate number of bicycles  
2           taken into account by the taxpayer under sub-  
3           section (a) for the 2 preceding taxable years.

4           “(c) QUALIFIED ELECTRIC BICYCLE.—For purposes  
5 of this section—

6           “(1) IN GENERAL.—The term ‘qualified electric  
7           bicycle’ means a two-wheeled vehicle—

8           “(A) which is a class 1 electric bicycle, a  
9           class 2 electric bicycle, or a class 3 electric bicy-  
10          cle,

11          “(B) which is equipped with—

12                  “(i) pedals capable of propelling such  
13                  vehicle,

14                  “(ii) a saddle or seat for the rider,  
15                  and

16                  “(iii) an electric motor of less than  
17                  750 watts which is capable of propelling  
18                  such vehicle,

19          “(C) the original use of which commences  
20          with the taxpayer,

21          “(D) which is acquired for use by the tax-  
22          payer in the United States and not for lease or  
23          resale, and



1           “(E) which in not property of a character  
2           subject to an allowance for depreciation or am-  
3           ortization in the hands of the taxpayer.

4           “(2) LIMITATION BASED ON ACQUISITION  
5           COST.—The term ‘qualified electric bicycle’ shall not  
6           include any vehicle if the aggregate amount paid for  
7           the acquisition of such vehicle exceeds \$8,000.

8           “(3) CLASS 1 ELECTRIC BICYCLE.—The term  
9           ‘class 1 electric bicycle’ means a two-wheeled vehicle  
10          equipped with an electric motor that provides assist-  
11          ance only when the rider is pedaling, that is not ca-  
12          pable of providing assistance when the speed of the  
13          vehicle exceeds 20 miles per hour, and that is not a  
14          class 3 electric bicycle.

15          “(4) CLASS 2 ELECTRIC BICYCLE.—The term  
16          ‘class 2 electric bicycle’ means a two-wheeled vehicle  
17          equipped with an electric motor that may be used to  
18          propel the vehicle without the need of any additional  
19          assistance, and that is not capable of providing as-  
20          sistance when the speed of the vehicle exceeds 20  
21          miles per hour.

22          “(5) CLASS 3 ELECTRIC BICYCLE.—The term  
23          ‘class 3 electric bicycle’ means a two-wheeled vehicle  
24          equipped with an electric motor that provides assist-  
25          ance only when the rider is pedaling, and that is not

1 capable of providing assistance when the speed of  
2 the vehicle exceeds 28 miles per hour.”.

3 (b) CONFORMING AMENDMENTS.—

4 (1) Section 6211(b)(4)(A) of such Code is  
5 amended by inserting “36C,” after “36B,”.

6 (2) Paragraph (2) of section 1324(b) of title  
7 31, United States Code, is amended by inserting  
8 “36C,” after “36B,”.

9 (c) CLERICAL AMENDMENT.—The table of sections  
10 for subpart C of part IV of subchapter A of chapter 1  
11 of the Internal Revenue Code of 1986 is amended by in-  
12 serting after the item relating to section 36B the following  
13 new item:

“Sec. 36C. Electric bicycles.”.

14 (d) EFFECTIVE DATE.—The amendments made by  
15 this section shall apply to vehicles placed in service after  
16 the date of the enactment of this Act, in taxable years  
17 ending after such date.

18 (e) TREASURY REPORT.—Not later than 3 years  
19 after the date of the enactment of this Act, the Secretary  
20 of the Treasury (or the Secretary’s designee) shall make  
21 publicly available a written report specifying the number  
22 of taxpayers claiming the credit allowed under section 36C  
23 of the Internal Revenue Code of 1986 (as added by this  
24 section) and the aggregate dollar amount of such credits  
25 so allowed. Such information shall be stated separately for

1 taxable years beginning in 2021 and 2022, and shall be  
2 stated separately with respect to each such years with re-  
3 spect to taxpayers in each of the income brackets to which  
4 section 1 of such Code applies.