

TAMC Bill Matrix – March 2019

Measure	Status	Bill Summary	Position
AB 40 Ting Zero-Emission Vehicles	1/24/19 Assembly Transportation Committee	This bill would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040. Transportation funding is dependent on motor fuel. The state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted.	OPPOSE unless amended Priority 1S
AB 148 Quirk Silva Regional Transportation Plans: housing needs	1/24/19 Assembly Transportation Committee	This bill would require each Sustainable Communities Strategy (SCS) within a regional transportation plan to identify an 8-year projection of emergency shelters needed in the region. This provision is very specific to housing needs rather than transportation plans, and regional transportation plans are prepared by transportation agencies. It would be more appropriate to place an emergency housing projection in the city and county-prepared regional housing needs assessment and local housing elements.	OPPOSE Priority 1S
AB 252 Daly Environmental review: federal program	1/23/19 Assembly Transportation Committee Set for hearing on 3/11	This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited. The bill is sponsored by the Self-Help Counties Coalition (SHCC). TAMC supported the previous version, AB 28 (Frazier) in 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.	SUPPORT Priority 6S
AB 285 Friedman California Transportation Plan	2/11/19 Assembly Transportation Committee	Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people and how the state will achieve greenhouse gas emission goals. This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030 with carbon neutrality by 2045.	Watch Priority N/A

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AB 821 O'Donnell Trade Corridor Enhancement Program Account	2/20/19 Introduced	This bill would require the California Transportation Commission (CTC) to allocate not less than 10% of funds available in the Trade Corridor Enhancement Program to projects nominated by Caltrans for projects nominated to the California Port Efficiency Program. Since there are no ports in Monterey County, this bill would result in less available funding for our trade corridors (US 101, State Route 156).	OPPOSE Priority 1S
AB 847 Grayson Transportation Financing: housing	2/20/19 Introduced	This bill would direct miscellaneous revenue (approximately \$80 million annually) from the State Highway Account to cities and counties certified by the Department of Housing and Community Development (HCD) to have met their very low-income housing goals or low-income housing goals. The bill would require the CTC to amend its guidelines for the Active Transportation Program and Local Partnership Program and provide a 10% bonus to those jurisdictions determined by HCD to have met its moderate-income housing goals. This bill sets a precedent of shifting transportation funding away from cities and counties based on other goals, in this case, housing. In their rejection of Proposition 6, voters affirmed the funding formulas established by SB 1, which base transportation funding on population, rather than investment in housing projects.	OPPOSE Priority 3S
AB 983 Boerner-Horvath Transportation Electrification: charging station locations	2/21/19 Introduced	This bill would require an electric company to work with local agencies or regional planning agencies in its service territory to determine where to install new electric vehicle charging stations along local transit corridors. The bill would prioritize the installation of charging stations in disadvantaged communities. The requirement to prioritize installation of charging stations in disadvantaged communities may not best serve the transit corridor charging needs; the definition of disadvantaged communities may not correspond to low income neighborhoods or where the need for charging stations exists. The cost allocation methodology may not be in the best interest of the ratepayers. More information is needed.	Watch Priority N/A

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AB 1089 Stone Local Transportation Fund	2/21/19 Introduced	This is currently a “spot” bill that may be amended to make modifications to the Transportation Development Act in order to adjust the farebox recovery ratio requirement to allow transit operators flexibility in maintaining existing service.	Watch Priority 7S
AB 1142 Friedman Transportation Pilots Projects: regional transportation plans	2/21/19 Introduced	This bill would require the Strategic Growth Council, in consultation with CARB, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled, to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to CARB. The source of funding for this program is unclear.	Watch Priority 9S
SB 5 Beall Local-State Sustainable Investment Incentive Program	1/24/19 Senate Governance and Finance Committee	This bill would establish the Local-State Sustainable Investment Incentive Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply for funding for eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and “projects promoting strong neighborhoods.” The source of funding for this program is unclear.	Watch Priority 8S
SB 43 Allen Carbon Taxes	2/12/19 Senate Environmental Quality Committee Set for Hearing on 3/20	This bill would require the CARB, in consultation with the California Department of Tax and Fee Administration, to report to the Legislature on the feasibility and practicality of a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product, to encourage the use of less carbon-intensive products.	Watch Priority 1S

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SB 50 Wiener Planning and zoning: housing development: equitable communities incentive	1/24/19 Senate Housing Committee	This bill would require a city, county, or city and county, to grant an “equitable communities incentive” for a job-rich housing project or a transit-rich housing project. The bill would require that a residential development eligible for an equitable communities incentive receive waivers on density and automobile parking requirements if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop.	Watch Priority 8S
SB 127 Weiner Active Transportation Funding from highway state highway maintenance	1/24/19 Senate Transportation Committee	This bill would establish a “Division of Active Transportation” within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters. The bill would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill would create an asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program (SHOPP) projects. The bill would require Caltrans to use 3% of SHOPP funds for bicycle and pedestrian facilities. The bill provides an opportunity to address multimodal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions such as TAMC are held to the same standards, but state highway projects do not always include active transportation features.	SUPPORT Priority 2S

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SB 526 Allen Regional transportation plans: Greenhouse gas emission targets	2/21/19 Introduced	This bill would require the CARB to adopt a regulation that requires a Metropolitan Planning Organization (MPO) to provide any data that CARB requests to determine if the MPO is on track to meet its 2035 greenhouse gas emission reduction target. If the state board determines that the MPO is not on track to meet its 2035 greenhouse gas emission reduction target, the bill would require the CTC to assign a lower priority to a project that increases vehicle miles traveled and greenhouse gas emissions. This bill could jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions.	OPPOSE Priority 3S
SB 628 Caballero Prunedale Bypass	2/21/19 Introduced	This bill, sponsored by TAMC, would reserve proceeds from the sale of any excess properties originally acquired by the Department of Transportation (Caltrans) for the Prunedale Bypass in Monterey County and require that the proceeds be used for other projects, including safety projects, on US 101 or Route 156 in Monterey County. The bill is a reintroduction of AB 696 (Caballero), which was vetoed by Governor Brown in 2017. This version also contains language requested by the City of Salinas to direct Caltrans to relinquish a section of State Route 183 to the City.	SPONSOR/ SUPPORT Priority 1S