

TAMC Bill Matrix – April 2019

Measure	Status	Bill Summary	Position
AB 40 Ting Zero-Emission Vehicles	1/24/19 Assembly Transportation	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	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 158 Voepel Roadside rest areas: commercial vehicles: parking	3/20/19 Assembly Appropriations	<u>This bill would require Caltrans and CHP to conduct a study evaluating parking and rest facilities for commercial vehicles. The County of Monterey is looking into whether the study would include Big Sur.</u>	Watch Priority 9S
AB 246 Mathis State Highways: property leases	2/7/19 Assembly Transportation	<u>This bill would authorize Caltrans to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located, for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month. The bill would authorize Caltrans to lease up to 10 parcels in any city or in the unincorporated area of any county in which the disadvantaged community is located, for park, recreational, or open-space purposes, at an amount equal to 30% of the fair market lease value of the applicable parcel. Although Prunedale is not a disadvantaged community, this bill could affect the land acquired for the Prunedale Bypass.</u>	Watch Priority 4S

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AB 252 Daly Environmental review: federal program	3/12/19 Assembly Appropriations	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	3/7/19 Assembly Transportation	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 NA
AB 352 Garcia, Eduardo Transformative Climate Communities Program	3/18/19 <u>Assembly Natural Resources</u>	<u>This bill would require agencies administering competitive Greenhouse Gas Reduction Fund (GGRF) grant programs to give preferential points for programs intended to improve air quality, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to prohibit grant eligibility and scoring criteria from precluding low-income communities from being awarded a grant.</u>	<u>Watch</u> <u>Priority NA</u>
AB 697 Ting Bicycles	3/13/19 <u>Assembly Transportation</u>	<u>This bill would require a bicyclist to ride in the right-hand lane or bicycle lane, if one is present, and would require a bicyclist in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized. This bill strengthens the language on when a bicyclist can take the lane.</u>	<u>SUPPORT</u> <u>Priority 8S</u>
AB 821 O'Donnell Trade Corridor Enhancement Program Account	3/4/19 Assembly Transportation	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

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AB 847 Grayson Transportation Financing: housing	3/14/19 Assembly Transportation	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 938 Rivas <u>Tax Exemptions: Trade-In for Low Emission Vehicles</u>	3/4/19 <u>Assembly Revenue and Taxation</u>	<u>This bill provides a tax exemption for trading in a vehicle for the purchase of a low-emission vehicle. Unclear how this exemption might impact sales tax receipts from Measure X.</u>	<u>Watch</u> <u>Priority NA</u>
AB 983 Boerner-Horvath Transportation Electrification: charging station locations	3/7/19 Assembly Utilities and Commerce	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 NA
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

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AB 1142 Friedman Transportation Pilot Projects: regional transportation plans	3/7/19 Assembly Transportation	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
AB 1266 Rivas, Robert Traffic control devices: bicycles	3/11/19 Assembly Transportation	<u>This bill would permit drivers of bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane.</u>	Watch Priority 8S
AB 1486 Ting Local Agencies: surplus land	3/14/19 Assembly Local Government	<u>This bill would require special districts and other public agencies to offer a right of first refusal to affordable housing developers, schools, and park agencies before leasing, selling, or otherwise “conveying” any of the agency’s land. This bill would prevent prudent efforts to lease or otherwise protect land for important community purposes. This bill could impact TAMC’s ability to transfer property at the Salinas train station to the City of Salinas.</u>	OPPOSE Priority 4S
AB 1568 McCarty Affordable Housing Production: withholding transportation funds	3/14/19 Assembly Housing and Community Development	<u>This bill would require cities and counties to be certified in the prior fiscal year by the Department of Housing and Community Development, in order to remain eligible for an apportionment of their local streets and roads funds. The State Controller would withhold funding in an escrow account for those jurisdictions found to be non-compliant. This proposal threatens voter-approved SB 1 funding for an unrelated activity, housing production.</u>	OPPOSE Priority 1S
ACA 1 Aguiar-Curry Affordable Housing and Public Infrastructure Bond: Voter Threshold	12/4/18 Introduced	<u>This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in any year the income and revenue provided in that year, that is in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects.</u>	Watch Priority 3S

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SB 5 Beall Local-State Sustainable Investment Incentive Program Affordable Housing and Community Development Investment	3/21/19 Senate Housing	This bill would establish the Local-State Sustainable Investment Incentive <u>Affordable Housing and Community Development Investment</u> Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities , 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 the Educational Revenue Augmentation Fund (ERAF).	<u>SUPPORT</u> Priority 8S
SB 43 Allen Carbon Taxes	2/12/19 Senate Environmental Quality 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
SB 50 Wiener Planning and zoning: equitable communities incentives	3/11/19 Senate Housing	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, defined as having 15-minute headways or more frequent bus or rail service during peak periods (6am-10am and 3pm-7pm weekdays). Amended on 3/11/19	Watch Priority 8S
SB 59 Allen Automated Vehicle Technology: Statewide Policy	1/24/19 Senate Transportation	This bill would establish policy relating to automated vehicles in order to ensure that these vehicles support the state’s efforts to reduce greenhouse gas emissions and encourage efficient land use. The bill would require OPR, in coordination with CARB, to convene an automated vehicle interagency working group of state agencies, including the California EPA, CalSTA, and the DMV, to guide policy development for automated vehicle technology consistent with statewide policies.	<u>Watch</u> <u>Priority NA</u>

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SB 127 Weiner Active Transportation Funding from highway state highway maintenance	1/24/19 Senate Transportation	This bill would establish a “Division of Active Transportation” within Caltrans and require that a CalSTA undersecretary be assigned to active transportation program matters. The bill would require 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 8S
SB 137 Dodd <u>Federal Transportation Funds: State Exchange Programs</u>	1/24/19 <u>Assembly Transportation</u>	<u>This bill would authorize Caltrans to allow federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to Caltrans.</u>	<u>Watch</u> <u>Priority 1S</u>
SB 152 Beall <u>Active Transportation Funding</u>	3/20/19 <u>Senate Rules</u>	<u>This bill would change the allocation method of the Active Transportation Program to favor the formulaic program, increasing the formula for MPOs with population of 200,000 or more from 40% to 75%, increasing the competitive share for small and rural regions from 10% to 15%, and reducing the statewide competitive portion from 50% to 10%. This change would make it unlikely for TAMC to get funding from this already very competitive program in the future.</u>	<u>OPPOSE</u> <u>Priority 1S</u>
SB 526 Allen Regional transportation plans: Greenhouse gas emission targets	3/8/19 Senate Transportation hearing on 4/3	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

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SB 628 Caballero Prunedale Bypass	3/14/19 Senate Transportation	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 4S Letter sent 3/14/19
<u>Governor's Proposed Budget Trailer Bill</u>	<u>3/11/19</u>	<u>This proposal would provide \$750 million in support and incentives to help jurisdictions plan and zone for higher, ambitious housing targets. Failure to comply with zoning for increased affordable housing could result in having local streets and roads funding withheld.</u>	<u>Watch</u> <u>Priority 3S</u>