

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 Letter sent 4/5
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 Letter sent 4/5
AB 158 Voepel <u>Roadside rest areas:</u> <u>commercial vehicles:</u> <u>parking</u>	<u>3/20/19</u> <u>Assembly</u> <u>Appropriations</u>	<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>	<u>Watch</u> <u>Priority 9S</u>
AB 246 Mathis <u>State Highways: property</u> <u>leases</u>	<u>2/7/19</u> <u>Assembly</u> <u>Transportation</u>	<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>	<u>Watch</u> <u>Priority 4S</u>
AB 252 Daly Environmental review: federal program	3/20/19 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 Letter sent 4/5

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AB 285 Friedman California Transportation Plan	3/26/19 Assembly Natural Resources	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 <u>to attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act with carbon neutrality by 2045.</u>	Watch Priority NA
<u>AB 352 Garcia, Eduardo</u> <u>Transformative Climate Communities Program</u>	<u>3/18/19</u> <u>Assembly</u> <u>Natural</u> <u>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 1S</u>
<u>AB 490 Salas</u> <u>California Environmental Quality Act: development projects: streamlining</u>	<u>4/3/19</u> <u>Assembly</u> <u>Natural</u> <u>Resources</u>	<u>This bill would streamline environmental review and approval for projects located in an infill site that is also a transit priority area (within 1/2-mile of a major transit stop that is existing or planned).</u>	<u>SUPPORT</u> <u>Priorities 6S & 8S</u>
<u>AB 659 Mullin</u> <u>Transportation: emerging transportation technologies: CA Smart City Challenge Grant Program</u>	<u>3/26/19</u> <u>Assembly</u> <u>Appropriations</u>	<u>This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs.</u>	<u>Watch</u> <u>Priority 2S</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 Letter sent 4/5
AB 847 Grayson Transportation Financing: housing Housing: transportation-related impact fees grant program	4/1/19 Assembly Housing and Community Development	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. <u>This bill has been gutted and amended to require the Department of Housing and Community Development to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project by the local jurisdiction.</u>	OPPOSE <u>Watch</u> Priority 3S

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AB 938 Rivas <u>Tax Exemptions: Trade-In for Low Emission Vehicles</u>	<u>3/25/19</u> <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	<u>4/1/19</u> 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 9S
AB 1112 Friedman <u>Motorized scooters: local regulation</u>	<u>4/1/19</u> <u>Assembly Transportation</u>	<u>This bill would authorize a local authority to regulate motorized scooters by assessing limited penalties for moving or parking violations. The bill would prohibit a local authority from subjecting the riders of shared scooters to requirements more restrictive than those applicable to riders of privately-owned motorized scooters or bicycles. The bill would authorize a local authority to regulate scooter share operators by requiring a scooter share operator to pay fees that do not exceed the reasonable cost to the local authority of regulating the scooter share operator. This bill reflects a lot of the best practices TAMC staff found and gives guidance on local regulation of the scooters.</u>	<u>SUPPORT</u> <u>Priority 8S</u>
AB 1142 Friedman Transportation Pilot Projects: regional transportation plans <u>Regional Transportation Plans</u>	<u>4/1/19</u> Assembly Transportation	This bill would require the Strategic Growth Council 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. <u>This bill has been gutted and amended to remove the incentive program for vehicle miles traveled reduction. It makes modest amendments to responsibilities of putting together a regional transportation plan and still bears watching for potentially more substantive amendments.</u>	Watch Priority 1S
AB 1266 Rivas, Robert <u>Traffic control devices: bicycles</u>	<u>4/3/19</u> <u>Assembly Transportation</u>	<u>This bill would permit drivers of bicycles to travel through an intersection that requires turns if there is a striped bike lane between the right-turn only lane and the adjacent through lane and pavement markings ensuring that bicycles may travel to the left of vehicles turning right. 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>	<u>Watch</u> <u>Priority 8S</u>

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<u>AB 1402 Petrie-Norris</u> <u>Active Transportation Program</u>	<u>3/27/19</u> <u>Assembly Transportation</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>
<u>AB 1486 Ting</u> <u>Local Agencies: surplus land</u>	<u>4/1/19</u> <u>Assembly Local Government</u>	<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>	<u>OPPOSE</u> <u>Priority 4S</u>
<u>AB 1568 McCarty</u> <u>Housing law compliance: withholding transportation funds</u>	<u>4/2/19</u> <u>Assembly Housing and Community Development</u>	<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>	<u>OPPOSE</u> <u>Priority 1S</u>
<u>AB 1717 Friedman</u> <u>Transit-Oriented Affordable Housing Funding Program Act</u>	<u>4/1/19</u> <u>Assembly Housing & Community Development</u>	<u>This bill would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency. The bill would authorize a local jurisdiction to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district. The bill would authorize the district to provide program funding to multifamily housing developments within those program areas that meet specified requirements, including that the housing include a minimum percentage of units that are restricted to very lower, low, or moderate-income households.</u>	<u>Watch</u> <u>Priority 8S</u>
<u>ACA 1 Aguiar-Curry</u> <u>Affordable Housing and Public Infrastructure Bond: Voter Threshold</u>	<u>3/28/18</u> <u>Assembly Appropriations</u>	<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. Supported by CALCOG, League of California Cities, California State Association of Counties, California Transit Association, and California Special Districts Association.</u>	<u>Watch</u> <u>Priority 3S</u>

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SB 5 Beall Local State Sustainable Investment Incentive Program Affordable Housing and Community Development Investment	4/4/19 Senate Appropriations Committee	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, <u>or a combination of those entities</u> , 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). Supported by League of California Cities as well as the Cities of Salinas and Sand City. Senator Caballero is a co-author.	<u>SUPPORT</u> Priority 8S
<u>SB 25 Caballero & Glazer</u> <u>California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds</u>	3/8/19 Senate Environmental Quality	This bill would streamline CEQA review and approvals for projects that are funded, in whole or in part, by specified public funds or public agencies for projects located in a qualified opportunity zone. <u>The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. In Monterey County, opportunity zones are found in King City, Marina, Salinas and Seaside.</u>	<u>SUPPORT</u> <u>Priorities 6S & 8S</u>
SB 43 Allen Carbon Taxes	4/4/19 Senate Governance & Finance	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: housing development: equitable communities incentives	4/4/19 Senate Governance & Finance	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 car parking requirements if the development is located within a ½-mile radius of a major transit stop, defined as a rail transit station or ferry terminal, or within ¼ mile radius of a stop on a high-quality bus corridor, defined as having 15-minute headways or more frequent bus service during peak periods (6am-10am and 3pm-7pm weekdays). Long list of supporters includes “Monterey Peninsula YIMBY”; opposed by the League of California Cities, among others. This bill is focused on relatively “jobs-rich” census tracts with population density of at least 250 people per square mile with long in-commutes and/or a jobs/housing mismatch. In Monterey County, qualifying tracts are in Salinas (but not within ½ mile of the train station), on the River Road wine corridor, and on the Monterey Peninsula (Monterey, Pacific Grove, Pebble Beach, Carmel-by-the-Sea, Carmel Valley, Del Rey Oaks, and the Highway 68 corridor). Senator Caballero and Assembly Member Rivas are both co-authors.	Watch Priority 8S

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<u>SB 59 Allen</u> <u>Autonomous Vehicle Technology: Statewide Policy</u>	<u>4/1/19</u> <u>Senate Transportation</u>	<u>This bill would establish policy relating to autonomous 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 CalSTA, Caltrans, and the DMV, to guide policy development for autonomous vehicle technology consistent with statewide policies.</u>	<u>Watch</u> <u>Priority NA</u>
SB 127 Weiner Transportation funding: active transportation: complete streets	<u>1/24/19</u> <u>Senate Transportation</u>	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 Letter sent 4/5
<u>SB 137 Dodd</u> <u>Federal Transportation Funds: State Exchange Programs</u>	<u>4/4/19</u> <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>
<u>SB 152 Beall</u> <u>Active Transportation Program</u>	<u>3/29/19</u> <u>Senate Transportation</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%. SB 152 limits rural communities’ access to ATP funding: While the bill proposes to increase the Small Urban/ Rural set aside from 10% to 15%, the bill also reduces the statewide component from 50% to 10%. This reduction drastically cuts the amounts of funds for which rural communities are eligible to compete. Rural areas are visited by hundreds of thousands of Californians who do not live there. Those regions need active transportation facilities to accommodate visitors. Rural areas will never get enough money to build anything meaningful under a population-based formula. SB 152 would also limit the 10% statewide component to “transformative projects”, code for large urban projects, which would extremely limit the ability of rural agencies to compete for statewide funds.</u>	<u>OPPOSE</u> <u>Priority 1S</u>

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<u>SB 277 Beall</u> <u>Road Maintenance and Rehabilitation Program: guidelines</u>	<u>3/27/19</u> <u>Senate Transportation</u>	<u>Spot bill related to SB 1 funding for local road repairs.</u>	<u>Watch</u> <u>Priority 1S</u>
<u>SB 498 Hurtado</u> <u>Trade Corridors Improvement Fund: grant program: short-line railroads</u>	<u>4/1/19</u> <u>Senate Rules</u>	<u>This bill would require the CTC, with respect to specified funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to short-line railroad operators for railroad reconstruction, maintenance, upgrade, or replacement expenditures.</u>	<u>Watch</u> <u>Priority 1S</u>
SB 526 Allen Regional transportation plans: Greenhouse gas emission targets	<u>4/3/19</u> <u>Senate Transportation</u>	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 Letter sent 4/5
SB 628 Caballero Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183.	<u>3/14/19</u> <u>Senate Transportation</u>	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
<u>SB 742 Allen</u> <u>Intercity passenger rail services: motor carrier transportation of passengers</u>	<u>4/3/19</u> <u>Assembly Transportation</u>	<u>This bill would authorize Caltrans to provide funding to Amtrak, a joint powers authority, or any other public or private transit operator for the purpose of entering into a contract with a motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular routes. This bill solves a long-standing problem with Amtrak Thruway buses that passengers must hold a ticket for a train trip in order to ride on a Thruway bus. The California Intercity Passenger Rail group has been seeking this solution for years.</u>	<u>SUPPORT</u> <u>Priority 8S</u>
<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>