

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 40 Ting & Kalra Zero-Emission Vehicles	4/8/19 Two-Year Bill	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 Priority 1S Letter sent 4/5
AB 148 Quirk Silva Regional Transportation Plans: housing needs	1/24/19 Two-Year Bill	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 Roadside rest areas: commercial vehicles: parking	5/16/19 Held in Committee	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.	Watch Priority 9S
AB 246 Mathis State Highways: property leases	4/8/19 Two-Year Bill	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.	Watch Priority 4S
AB 252 Daly Environmental review: federal program	5/29/19 Senate Transportation	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

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 285 Friedman California Transportation Plan	6/3/19 Senate 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 to attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act.	Watch Priority NA
AB 352 Garcia, Eduardo Transformative Climate Communities Program	5/30/19 Senate Rules	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.	Watch Priority 1S
AB 490 Salas California Environmental Quality Act: development projects: streamlining	4/22/19 Two-Year Bill	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). This bill was amended on 4/11 and no longer relates to transit priority areas. It is no longer relevant to TAMC and will be deleted from future lists.	SUPPORT Priorities 6S & 8S
<u>AB 626 (Quirk-Silva)</u> <u>Conflicts of interest</u>	<u>5/23/19</u> <u>Two-Year Bill</u>	<u>This bill would prohibit an officer or employee from being deemed interested in a contract if the interest is that of an engineer, geologist, architect, landscape architect, land surveyor, or planner, performing specified services on a project, including preliminary design and preconstruction services, when proposing to perform services on a subsequent portion or phase of the project, if the work product for prior phases is publicly available. This exception to being deemed interested in a contract would not apply to a design-build contract for a public works project. The bill would provide that these provisions do not limit public agencies from establishing more restrictive conflict of interest requirements applicable to these services.</u>	<u>Watch</u> <u>Priority NA</u>
AB 659 Mullin Transportation: emerging transportation technologies: CA Smart City Challenge Grant Program	5/16/19 Held in Committee	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.	Watch Priority 2S
AB 821 O'Donnell Trade Corridor Enhancement Program Account	3/4/19 Two-Year Bill	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

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 847 Grayson Housing: transportation-related impact fees grant program	4/24/19 Two-Year Bill	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.	Watch Priority 3S
AB 938 Rivas Tax Exemptions: Trade-In for Low Emission Vehicles	5/16/19 Held in Committee	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.	Watch Priority NA
AB 983 Boerner-Horvath Transportation electrification	4/1/19 Two-Year Bill	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 Motorized scooters Shared Mobility Devices: local regulation	6/3/19 Senate Transportation	<u><i>Amended bill:</i></u> This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data. The bill would prohibit a local authority from imposing any unduly restrictive requirements on mobility device providers that have the effect of prohibiting the operation of all shared mobility providers in its jurisdiction. The bill would allow a local authority to require shared mobility device providers to deploy shared mobility devices in accordance with fleet caps, reasonable insurance and indemnification requirements, equitable access requirements, and speed limits, as a condition of operating a shared mobility fleet. The bill would prohibit a local authority from subjecting users of shared mobility devices to requirements more restrictive than those applicable to users of personally owned similar transportation devices. The bill would include findings that uniformity in certain aspects of local regulation of shared mobility devices and providers proposed by this bill addresses a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities and counties, including charter cities and counties.	Watch SUPPORT Priority 8S <i>Letter not sent due to amendments</i>

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 1142 Friedman Regional Transportation Plans: <u>transportation network companies</u>	6/3/19 Senate Transportation	<u>Amended bill:</u> The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission (PUC) and includes specific requirements for liability insurance coverage, background checks, and other regulatory matters applicable to transportation network companies (TNCs) and their participating drivers. This bill would require, in an ongoing proceeding that deals with reporting requirements for TNC data, the PUC to consider the needs of MPOs, state and regional transportation agencies, the State Air Resources Board, the transportation research community, and other relevant parties with regard to understanding and effectively planning for the impacts of TNCs, preparing sustainable community strategies, and meeting the goals of those strategies.	Watch Priority 1S
AB 1266 Rivas, Robert Traffic control devices: bicycles	5/22/19 Senate Transportation	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.	Watch Priority 8S
AB 1402 Petrie-Norris Active Transportation Program	3/27/19 Two-Year Bill	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.	OPPOSE Priority 1S <i>Letter not sent as bill is now 2-year bill</i>
AB 1486 Ting Local Agencies: Surplus land	5/30/19 Senate Rules	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. <u>The bill would, with regard to disposing of surplus land for the purpose of developing low- and moderate-income housing, only require the local agency disposing of the surplus land to send a specified notice of availability if the land is located in an urbanized area.</u> This bill could impact TAMC’s ability to transfer property at the Salinas train station to the City of Salinas.	OPPOSE Priority 4S Letter sent 5/8

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
AB 1568 McCarty Housing law compliance: withholding transportation funds prohibition on applying for state grants	5/16/19 Two-Year Bill	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. This bill prohibits a city or county from applying for state grants, except for specified transportation funding, if the city or county is found to be in violation of state housing law. The bill was amended to remove accessing SB 1 local streets and roads funding but would still preclude access to funding for unrelated activity pertaining to housing production.	OPPOSE <u>Watch</u> Priority 1S <i>Letter not sent due to amendments</i>
AB 1717 Friedman Transit-Oriented Affordable Housing Funding Program Act	5/16/19 Held in Committee	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.	Watch Priority 8S
ACA 1 Aguiar-Curry Affordable Housing and Public Infrastructure Bond: Voter Threshold	5/20/19 Assembly Floor	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.	Watch <u>SUPPORT</u> Priority 3S
SB 5 Beall Affordable Housing and Community Development Investment	5/29/19 Assembly Desk	This bill would establish the Affordable Housing and Community Development Investment 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 from a county’s transfer of 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.	SUPPORT Priority 8S Letter sent 5/8

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
SB 25 Caballero & Glazer California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds	5/24/19 Assembly Desk	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, which could include a transit village. 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.	SUPPORT Priorities 6S & 8S Letter sent 5/8
SB 43 Allen Carbon Taxes	5/28/19 Assembly Desk	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 assessing the carbon intensity of all retail products subject to 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: streamlined approval: incentives	6/4/19 Senate Appropriations Two-Year Bill	This bill would require a city, county, or city and county, to grant an “equitable communities incentive” for a “job-rich” or “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). <u>In order to qualify for the incentive, a residential development in a county with a population of 600,000 or less must also be on a parcel in an urban area zoned for residential use or residential mixed-use development, must have a specified minimum density, must be located within a one-half mile radius of a major transit stop in a city with a population of over 50,000, and must not be located in an architecturally or historically significant district, a flood plain, in the coastal zone, or in a very high fire hazard zone.</u> Long list of supporters includes “Monterey Peninsula YIMBY”; opposed by the League of California Cities, among others. Senator Caballero and Assembly Member Rivas are both co-authors.	Watch Priority 8S
SB 59 Allen Autonomous Vehicle Technology: Statewide Policy	5/22/19 Assembly Desk	This bill would establish policy guiding principles 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, CARB and the DMV, to guide policy development for autonomous vehicle technology consistent with statewide policies.	Watch Priority NA

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
SB 127 Weiner Transportation funding: active transportation: complete streets	5/24/19 Assembly Desk	<p>This bill would establish a “Division of an Active Transportation” <u>Asset Branch within the Transportation Asset Management Office of Caltrans and require that a CalSTA undersecretary be assigned to active transportation program matters the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan and to establish interim goals, objectives, and actions to meet transportation mode shift goals.</u> 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 would prioritize a project that reduces vehicle miles traveled over maintenance projects. The SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, but local jurisdictions such as TAMC, are held to the same standards of implementing multimodal transportation options. State highway projects however do not always include active transportation features, and the new priority of VMT reduction over maintenance is cause for concern. TAMC is seeking an amendment requesting that the author strike the language prioritizing VMT-reducing projects over maintenance projects.</p>	<p>SUPPORT OPPOSE UNLESS AMENDED</p> <p>Priority 8S</p> <p>Support letter sent 4/5</p>
SB 137 Dodd Federal Transportation Funds: State Exchange Programs	6/3/19 Assembly Transportation	<p>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.</p>	<p>Watch</p> <p>Priority 1S</p>
SB 152 Beall Active Transportation Program	5/16/19 Held in Committee	<p>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 75-60%, increasing the competitive share for small and rural regions from 10% to 15%, and reducing the statewide competitive portion from 50% to 40-25%. 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.</p>	<p>OPPOSE</p> <p>Priority 1S</p> <p>Letter sent 4/17</p>

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
<u>SB 189 (Monning)</u> <u>Fort Ord Reuse Authority: member agencies: land use and zoning: dissolution</u>	6/3/19 Assembly Local Government	<u>This bill would, as of July 1, 2020, reduce the size of the FORA board from 13 to 5 members and would require a majority vote to pass or act upon any matter. This bill would, as of July 1, 2020, prohibit any additions to the reuse plan, including the capital improvement program, and would eliminate the board’s authority to issue bonds to finance basewide public facilities. This bill would extend the inoperative date of FORA from June 30, 2020 to June 30, 2022. The bill would require the authority to negotiate and secure successor agencies for all obligations under the transition plan no later than June 30, 2022. The bill would, as of July 1, 2020, require the Monterey County Local Agency Formation Commission (LAFCO) to provide for the orderly dissolution of the authority once an agreement with a successor agency has been finalized. The bill would, as of July 1, 2020, require the transfer of specified revenues of the authority to the County of Monterey for disbursement to each underlying land use jurisdiction on a pro rata basis. The bill would, as of July 1, 2020, specify that any financial obligation of FORA to which the County succeeds as a result of the disbursement of remaining revenues or the retirement of debt does not constitute a debt or liability of the county, or any other member agency. The bill would, as of July 1, 2020, authorize FORA to take specified actions regarding its dissolution, including implementing the transition plan and collecting and disbursing specified revenues. The bill would, as of July 1, 2020, authorize an underlying land use jurisdiction to adopt a substitute funding mechanism in lieu of the community facilities district established for the Fort Ord area if the jurisdiction commits to continue funding specified regional needs. This bill would make provisions governing the establishment and operation of redevelopment project areas created within Fort Ord inoperative as of the date of the dissolution of FORA or the retirement of the authority’s debt, whichever occurs later. The bill, upon dissolution of the authority or retirement of its debt, whichever occurs later, would require that any remaining property tax revenues allocated to the authority be transferred to the auditor-controller of the County of Monterey for appropriate distribution.</u>	<u>Watch</u> <u>Priority 1S</u>
<u>SB 277 Beall</u> <u>Road Maintenance and Rehabilitation Program: guidelines-Local Partnership Program</u>	6/4/19 Assembly Transportation	<u><i>Amended bill:</i> This bill would require the CTC to apportion the \$200 million/year Local Partnership Program on a formula basis to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects, that also have responsibility for funding, procuring, and constructing transportation improvements within their jurisdictions. This bill changes the allocation method of the Local Partnership Program from a 50/50 formulaic to competitive split to 100% formula. TAMC would be at a disadvantage under this change, as Monterey County brings in far less in sales tax funds than do more populous areas, and TAMC would be forced to save up formula funding over several years in order to deliver Measure X projects. The competitive program gives TAMC more opportunities to accelerate larger projects.</u>	<u>Watch</u> <u>OPPOSE</u> <u>Priority 1S</u>

TAMC Bill Matrix – June 2019

Measure	Status	Bill Summary	Position
SB 498 Hurtado Trade Corridors Improvement Fund: grant program: short-line railroads	5/28/19 Assembly Desk	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 <u>Caltrans and regional transportation planning agencies</u> for short-line railroad operators for railroad reconstruction, maintenance, upgrade, or replacement expenditures.	Watch Priority 1S
SB 526 Allen Regional transportation plans: Greenhouse gas emissions targets: <u>State Mobility Action Plan for Healthy Communities</u>	5/16/19 Held in Committee	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. This bill does not recognize the external forces, such as a jobs-housing imbalance, that limit the MPO's ability to meet VMT reduction targets, despite pursuing bicycle, pedestrian and transit projects.	OPPOSE Priority 3S Letter sent 4/5
SB 628 Caballero Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183	5/24/19 Assembly Desk	This bill, sponsored by TAMC, would reserve proceeds from the sale of any excess properties originally acquired by 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. This bill passed the Senate Transportation and Appropriations Committees and the Floor with unanimous votes.	SPONSOR/ SUPPORT Priority 4S Letter sent 3/14
SB 742 Allen Intercity passenger rail services: motor carrier transportation of passengers	5/30/19 Assembly Transportation	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.	SUPPORT Priority 8S Letter sent 5/1
Governor's Proposed Budget Trailer Bill	3/11/19	The Governor's May Revise Budget continues to include a proposal to withhold local streets and roads funding from jurisdictions that fail to comply with housing production goals, entitlements and zoning for increased affordable housing.	Watch <u>CONCERN</u> Priority 1S