

TAMC Bill Matrix – September 2019

| Measure | Status | Bill Summary | Position |
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| AB 252 Daly Environmental review: federal program | 7/31/19 Signed by the Governor. Chapter 160, Statutes of 2019 | 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 |
| AB 285 Friedman California Transportation Plan | 9/12/19 Governor's Desk | 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 1142 Friedman Regional Transportation Plans: transportation network companies | 8/30/19 Senate Appropriations Held in Committee | 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 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 | 9/4/19 Signed by the Governor. Chapter 221, Statutes of 2019. | 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 |

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| AB 1486 Ting Surplus land | 9/12/19 Governor's Desk | 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. 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. 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 |
| ACA 1 Aguiar-Curry Affordable Housing and Public Infrastructure Bond: Voter Threshold | 5/20/19 Assembly Floor Failed Passage Reconsideration Granted | 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. | SUPPORT Priority 3S |
| SB 5 Beall Affordable Housing and Community Development Investment | 9/11/19 Governor's 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 Signed on to group letter 9/16 |

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| SB 59 Allen California Transportation Commission: advisory committee: autonomous vehicle technology | 8/30/19 Assembly Appropriations Held in Committee | Requires the California Transportation Commission (CTC) to establish the California Council on the Future of Transportation to provide the Governor and Legislature with policy recommendations regarding autonomous vehicles (AVs). | Watch Priority NA |
| SB 127 Weiner Transportation funding: active transportation: complete streets | 9/13/19 Governor's Desk | This bill would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of Caltrans and require 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. The bill would require CTC to give high priority to increasing safety for pedestrians and bicyclists safety and to implement 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 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. The author took an amendment that TAMC was seeking to strike out language prioritizing VMT-reducing projects over maintenance projects. As a result, TAMC is in support. | <u>SUPPORT</u> Priority 8S Support letter sent 4/5 Oppose unless amended letter sent 7/1 Support letter sent 9/5 |
| SB 137 Dodd Federal Transportation Funds: State Exchange Programs | 9/12/19 Governor's Desk | This bill would authorize Caltrans to allow federal transportation funds that are allocated as local assistance to be exchanged for State Highway Account funds appropriated to Caltrans (\$100 million cap). | Watch Priority 1S |

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| SB 189 (Monning) Fort Ord Reuse Authority: member agencies: land use and zoning: dissolution | <u>8/30/19</u> Assembly Appropriations Held in Committee | This bill would extend the sunset of FORA from June 30, 2020 to June 30, 2022, and, 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 FORA's authority to issue bonds to finance basewide public facilities. The bill would require FORA 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 transfer of specified revenues of FORA to the County of Monterey for disbursement to each underlying land use jurisdiction on a pro rata basis. | Watch Priority 1S |
| SB 277 Beall Road Maintenance and Rehabilitation Program: Local Partnership Program | 9/13/19 Governor's Desk | This bill changes the allocation method of the \$200 million/year Local Partnership Program from a 50/50 formulaic to competitive split to an 85%/15% split, respectively. TAMC would receive a higher proportional share of formulaic funding and be eligible to compete in the 15% competitive pot, which will be made available to jurisdictions with a population of 750,000 or less and a sales tax measure or developer impact fee. | SUPPORT Priority 1S Letter sent 7/1 |
| SB 628 Caballero Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183 | 9/17/19 Governor's 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 and Assembly with unanimous votes (38-0 and 78-0, respectively). | SPONSOR/ SUPPORT Priority 4S Letters sent 3/14, 6/11, 9/11 |
| SB 742 Allen Intercity passenger rail services: motor carrier transportation of passengers | 9/13/19 Governor's Desk | 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 Letters sent 5/1, 9/19 |