

TAMC Bill Matrix – April 2020

| Measure | Status | Bill Summary | Recommended Position |
|--|---|--|--|
| <p>AB 1350 (Gonzalez)</p> <p>Free youth transit passes: eligibility for state funding.</p> | <p>1/28/20</p> <p>Senate Rules</p> | <p>This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. MST is concerned about this bill impacting their budget and their ability to provide fixed-route services. MST and the California Transit Association (CTA) will recommend amendments to the bill that would instead provide state funding to school districts to purchase passes for youth.</p> | <p>OPPOSE unless amended</p> <p>Priority 13S</p> |
| <p>AB 1839 (Bonta)</p> <p>California New Green Deal</p> | <p>1/6/20</p> <p>Introduced</p> | <p>This bill is a spot bill that intends to create the California Green New Deal Council with a membership appointed by the Governor. The bill would require the California Green New Deal Council to submit a report to the Legislature no later than January 1, 2022.</p> | <p>WATCH</p> <p>Priority 12S</p> |
| <p>AB 1908 (Chen)</p> <p>Homeless encampment and litter</p> | <p>2/27/20</p> <p>Assembly Transportation</p> | <p>This bill would require Caltrans to clean up homeless encampments and litter within its right-of-way and expedited and coordinated access to housing and supportive services.</p> | <p>WATCH</p> <p>Priority NA</p> |
| <p>AB 2011 (Holden)</p> <p><u>West San Bernardino County Rail Construction Authority</u></p> | <p><u>2/14/20</u></p> <p><u>Assembly Transportation</u></p> | <p><u>This bill would create a new authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The San Bernardino County Transportation Authority is asking TAMC to oppose the bill because it transfers the responsibility from the county’s transportation planning agency to a newly created authority that provides less influence in the decision-making process. By creating the new entity, the bill is circumventive an existing function of the regional planning and taxing authority in one county to address a project that will predominantly serve an adjacent county (Los Angeles).</u></p> | <p><u>OPPOSE</u></p> <p><u>Priority 1S</u></p> |

TAMC Bill Matrix – April 2020

| Measure | Status | Bill Summary | Recommended Position |
|---|---|--|--|
| <p>AB 2012 (Chu)</p> <p>Free senior transit passes: eligibility for transit funding</p> | <p>2/14/20</p> <p>Assembly Transportation</p> | <p>This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs. MST is concerned about this bill impacting their budget and their ability to provide fixed-route services. MST and CTA will recommend amendments to the bill that would instead provide state funding to senior centers to purchase passes for seniors.</p> | <p>OPPOSE unless amended</p> <p>Priority 13S</p> |
| <p>AB 2121 (Friedman)</p> <p>Traffic safety</p> | <p>2/20/20</p> <p>Assembly Transportation</p> | <p>This bill would require Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. The bill would also require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes. It would extend the period of time a prima facie speed limit may be justified by an engineering and traffic survey if a registered engineer evaluates the section of the highway and finds that there has been an increase in traffic-related crashes. The bill implements Vision Zero to allow for reducing speed limits and eliminating bicycle and pedestrian fatalities.</p> | <p>SUPPORT</p> <p>Priority 7S</p> |
| <p>AB 2145 (Ting)</p> <p>Electric vehicle charging stations</p> | <p>2/10/20</p> <p>Introduced</p> | <p>Spot bill related to the electric vehicle charging infrastructure approval process employed by the Public Utilities Commission, to help ensure that by 2030 California will install enough electric vehicle charging ports to meet the demand for charging infrastructure.</p> | <p>WATCH</p> <p>Priority 11S</p> |

TAMC Bill Matrix – April 2020

| Measure | Status | Bill Summary | Recommended Position |
|---|---|---|--|
| <p>AB 2176 (Holden)</p> <p>Free student transit passes: eligibility for state funding</p> | <p>2/27/20</p> <p>Assembly Transportation and Higher Education</p> | <p>This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. MST is concerned about this bill impacting their budget and their ability to provide fixed-route services. MST and the California Transit Association (CTA) will recommend amendments to the bill that would instead provide state funding to schools to purchase passes for students.</p> | <p>OPPOSE unless amended</p> <p>Priority 13S</p> |
| <p>AB 2262 (Berman)</p> <p>Zero-emission vehicle readiness plan</p> | <p>2/14/20</p> <p>Assembly Transportation and Natural Resources</p> | <p>This bill would require each sustainable communities strategy to also include a zero-emission vehicle readiness plan. By imposing new requirements on local agencies, the bill would impose a state-mandated local program.</p> | <p>WATCH</p> <p>Priority 11S</p> |
| <p>SB 757 (Allen)</p> <p>State highways: relinquishments</p> | <p>1/23/20</p> <p>Assembly Rules</p> | <p>This bill would allow for the California Transportation Commission, rather than the legislature, to oversee the process for requests to relinquish portions of the state highway system to local jurisdictions.</p> | <p>SUPPORT</p> <p>Priority 13S</p> |

TAMC Bill Matrix – April 2020

| Measure | Status | Bill Summary | Recommended Position |
|---|---|---|--|
| <p>SB 795 (Beall)</p> <p>Affordable housing and community development investment</p> | <p>1/15/20</p> <p>Referred to Senate Governance and Finance; Housing; and Education</p> | <p>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). SB 795 is being sponsored by the California State Building & Construction Trades Council. TAMC supported its predecessor, SB 5, and sent a support letter as the language was identical.</p> | <p>SUPPORT</p> <p>Priority 12S</p> <p>Letter sent 1/24/20</p> |
| <p>SB 1231 (Monning)</p> <p>Endangered species: take: Santa Cruz long-toed salamander</p> | <p>3/18/20</p> <p>Senate Natural Resources and Water</p> | <p>This bill would allow the Department of Fish and Wildlife to authorize a permit for the take of the Santa Cruz long-toed salamander (<i>Ambystoma macrodactylum croceum</i>) resulting from impacts attributable to the construction along the State Route 156 (SR 156) corridor through Moro Cojo Slough in the County of Monterey for the purpose of enhancing safety and access, if certain conditions are satisfied. The purpose of this bill is to allow TAMC to implement safety improvements to eliminate collisions and fatalities along the SR 156 corridor while allowing for enhanced mitigation for an endangered species.</p> | <p>SPONSOR</p> <p>Priority 4S</p> |
| <p>SB 1363 (Allen)</p> <p>Regional Transportation Plans: Reduction of GHG and VMT</p> | <p>3/18/20</p> <p>Senate Environmental Quality</p> | <p><u>This bill would provide the California Air Resources Board (CARB) with a more pronounced role in the approval of regional transportation planning. It requires CARB to provide each affected region with greenhouse gas emission (GHG) targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled (VMT) reduction targets for 2035, 2045, and 2050. This bill would require each MPO to work with CARB until CARB approves or rejects the accuracy of the technical methodology used to estimate the GHG and VMT reductions in the MPO’s sustainable communities strategy. While Monterey County is an attainment area, this bill would undermine local control (AMBAG) and could alter the ability to deliver certain projects, particularly those expressed in the Measure X expenditure plan.</u></p> | <p><u>OPPOSE</u></p> <p>Priority 1S</p> |

TAMC Bill Matrix – April 2020

| Measure | Status | Bill Summary | Recommended Position |
|--|---|--|--|
| <p><u>SB 1390 (Portantino)</u></p> <p><u>Montclair to Ontario Airport Construction Authority</u></p> | <p><u>3/12/20</u></p> <p><u>Senate Transportation</u></p> | <p><u>This bill is similar to AB 2011 in circumventing the local transportation planning agency's decision-making authority. The difference in this bill is that it requires the San Bernardino County Transportation Authority to transfer the unencumbered balance of all funds programmed from its local sales tax measure, and an unspecified source of funding to the new construction authority, Montclair to Ontario Airport Construction Authority versus the West San Bernardino County Rail Construction Authority created in AB 2011, for completion of the project. This bill would authorize Los Angeles Metro to review any significant changes in the scope of the design or construction of the project. The concern is that voter-approved resources in one county would be diverted for the benefit of a project that predominantly serves an adjacent county (Los Angeles).</u></p> | <p><u>OPPOSE</u></p> <p><u>Priority 1S</u></p> |