



CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT JUNE 2020

Legislative and Budget Update

We have seen many aspects of the Legislature impacted by the COVID-19 pandemic and the state budget was no exception. The Governor and Legislature have spent most of the month in deep negotiations on how to deal with the \$54 billion dollar deficit facing California. From the start of the process, the Governor and Legislative leaders disagreed on how to structure the budget and which programs to prioritize. On June 15th, the Legislature sent the Governor an initial budget proposal to meet their constitution deadline, but acknowledge negotiations were still ongoing. It was announced almost a week later that a deal had been struck and Legislature passed the compromise on June 26th on a party-line vote. The budget agreement relies on the state's rainy-day fund to avoid major cuts to health, education and social services included in Governor's May budget proposal, which lawmakers refused to reduce amid the coronavirus pandemic. It also counts on \$14 billion in federal funding that may or may not come. If Congress does not approve coronavirus relief funding for states and local governments by October 15, the plan calls for furloughs for state workers and cuts to state courts and universities. Republicans voted against the main budget bill, calling it fiscally irresponsible and complaining of being shut out of negotiations.

Additionally, the budget did acknowledge that transit in California has been hit hard. They passed language which would ease the impacts around funding due to a decrease in ridership. We expect the Governor to sign the budget before July 1st, which is the start of the new fiscal year.

Now that the budget has been finalized, the Legislature will again be focused solely on policy committee hearings to meet the next legislative deadline. All the bills that are tagged fiscal must be heard before the upcoming July 31st deadline, so there will be several lengthy committee hearings over the next couple of weeks. After this first deadline, the Legislature must then hold all Appropriations Committee hearings by August 14th. California Advisors will continue to keep VCTC updated on relevant legislation and important committee hearings as bills advance through the second house.

Upcoming Bill Deadlines and 2 Year Bills

SENATE:

June 5 – Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house

June 15 – Budget Bill must be passed by midnight

June 19 - Last day for fiscal committees to hear and report to the floor bills introduced in their house

June 22-26 – Floor Sessions Only

June 26 - Last day for the Senate to pass bills introduced in that house

July 2-13 – Summer Recess

July 31 – Last day for policy committee to hear and report fiscal bills to fiscal committees.

ASSEMBLY:

June 5 – Last day for fiscal committees to hear and report to the floor bills introduced in their house

June 15 – Budget Bill must be passed by midnight

June 15-19 – Floor Sessions Only

June 19 - Last day for the Assembly to pass bills introduced in that house

June 19 – July 13 – Summer Recess

July 31 – Last day for policy committee to hear and report fiscal bills to fiscal committees.

Below is a list of VCTC tracked bills:

AB 145 (Frazier D) High-Speed Rail Authority: Senate confirmation.

Introduced: 12/13/2018

Status: 6/23/2020-Referred to Committee on Transportation

Summary: Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.

AB 313 (Frazier D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.

Introduced: 1/30/2019

Status: 5/29/2019-Referred to Committee on Rules.

Summary: Would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.

AB 352 (Garcia, Eduardo D) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.

Introduced: 2/4/2019

Status: 8/14/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Environmental Quality.

Summary: Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildfire prevention, safe drinking water, drought preparation, and flood protection program. The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable.

AB 992 (Mullin D) Open meetings: local agencies: social media.

Introduced: 2/21/2019

Status: 6/23/2020-Referred to Com. on GOV. & F.

Summary: The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

AB 1442 (Rivas, Luz D) Income taxes: credits: Share Our Values Tax Credit.

Introduced: 2/22/2019

Status: 8/30/2019-In committee: Held under submission.

Summary: The Personal Income Tax Law and the Corporation Tax Law allow a motion picture credit for taxable years beginning on or after January 1, 2020, to be allocated by the California Film Commission on or after July 1, 2020, and before July 1, 2025. This bill, for taxable years beginning on or after January 1, 2020, would allow an additional tax credit, for qualified motion pictures in the same manner as described above, with modifications including revising the definition of "qualified motion picture" to mean a qualified motion picture that either relocated to California from, or chose not to pay or incur qualified expenditures for a qualified motion picture in, a state that has pending legislation or existing law that prohibits access to, criminalizes the provision of, or otherwise restricts a woman's access to abortion services after 8 weeks from the beginning of the pregnancy or earlier and would limit on the aggregate amount of these new credits to be allocated in each fiscal year to \$50,000,000 plus additional specified amounts.

AB 1848 (Lackey R) High-speed rail: Metrolink commuter rail system.

Introduced: 1/6/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 1/17/2020)

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9,000,000,000 in general obligation bonds for high-speed rail purposes and \$950,000,000 for other related rail purposes. This bill would appropriate \$4,000,000,000 of those bond revenues to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system.

AB 1908 (Chen R) Department of Transportation: Homeless Encampment and Litter Program.

Introduced: 1/8/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/27/2020)

Summary: Would require the Department of Transportation, within its maintenance program, to establish a Homeless Encampment and Litter Program to provide timely abatement and cleanup of homeless encampments on department property and expedited and coordinated access to housing and supportive services. The bill would require the department to coordinate with homeless service provider agencies and to establish homeless adult and family multidisciplinary personnel teams. The bill would require the department, upon receiving a report of a homeless encampment, to deploy a multidisciplinary personnel team to expedite and coordinate access to housing and supportive services for occupants of the encampment.

AB 1991 (Friedman D) Transit and Intercity Rail Capital Program: passenger tramways.

Introduced: 1/27/2020

Status: 3/17/2020-In committee: Hearing postponed by committee.

Summary: Would expand the purpose of the Transit and Intercity Rail Capital Program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.

AB 1992 (Friedman D) Transportation: asset management plan: California Transportation Plan: transportation infrastructure: climate change.

Introduced: 1/27/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/6/2020)

Summary: Would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and for the update to also address the forecasted transportation infrastructure impacts of climate change. The bill would

require both the 3rd update to the California Transportation Plan, which is due in 2025, and the Strategic Growth Council's report to include a forecast of the transportation impacts of climate change and measures to address those impacts.

AB 2011 (Holden D) West San Bernardino County Rail Construction Authority.

Introduced: 1/28/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/14/2020)

Summary: Would create the West San Bernardino County Rail Construction 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 duties of the construction authority.

AB 2012 (Chu D) Free senior transit passes: eligibility for state funding.

Introduced: 1/28/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/14/2020)

Summary: 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.

AB 2062 (Boerner Horvath D) San Diego Association of Governments: LOSSAN Rail Corridor: study.

Introduced: 2/4/2020

Status: 5/5/2020-Re-referred to Committee on Transportation

Summary: Would appropriate \$5,000,000 from the General Fund to the San Diego Association of Governments to conduct a study of higher speed and safety alternatives for the LOSSAN Rail Corridor in the County of San Diego. As a condition of receiving the funding, the bill would require the San Diego Association of Governments to conduct the study, as specified, and would require the San Diego Association of Governments to submit a report to specified committees of the Legislature summarizing the results of the study.

AB 2176 (Holden D) Free student transit passes: eligibility for state funding.

Introduced: 2/11/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/27/2020)

Summary: 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.

AB 2186 (Grayson D) Public contracting: contractor retention withholding.

Introduced: 2/11/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. L. GOV. on 2/20/2020)

Summary: Current law authorizes the legislative body of a local agency, as defined, to prescribe how the local agency makes payment on a contract with the local agency for the creation, construction, alteration, repair, or improvement of any public structure, building, road, or other improvement of any kind that will exceed a total of \$5,000. Current law limits this authority by requiring progress payments on the contract to not be made in excess of 95% of the percentage of actual work completed plus a like percentage of the value of material delivered on the ground or stored subject to, or under the control of, the local agency, and unused. Current law also requires the local agency to not withhold less than 5% of the contract price until final completion and acceptance of the project, unless, at any time after 50% of the work has been completed, the local agency finds that satisfactory progress is being made. This bill would eliminate the above described limitations on a local agency's authority to prescribe payments on these contracts.

AB 2249 (Mathis R) High-speed rail: legislative oversight.

Introduced: 2/13/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was PRINT on 2/13/2020)

Summary: Would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes.

AB 2262 (Berman D) Regional transportation plans: sustainable communities strategies: zero-emission vehicle readiness plan.

Introduced: 2/14/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/24/2020)

Summary: Current law requires the sustainable communities strategy to, among other things, identify a transportation network to service the transportation needs of the region. After adopting a sustainable communities strategy, current law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require each sustainable communities strategy to also include a zero-emission vehicle readiness plan, as specified. By imposing new requirements on local agencies, the bill would impose a state-mandated local program.

AB 2284 (Calderon D) Local Agency Public Construction Act: change orders.

Introduced: 2/14/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. L. GOV. on 2/24/2020)

Summary: The Local Agency Public Construction Act, for a county, imposes a \$5,000 cap when the total amount of the original contract does not exceed \$50,000. For any original contract that exceeds \$50,000, but does not exceed \$250,000, the cap is 10% of the amount of the original contract. For contracts whose original cost exceeds \$250,000, the cap is \$25,000 plus 5% of the amount of the original contract cost in excess of \$250,000, and prohibits a change or alteration cost from exceeding \$210,000. This bill would require that the existing caps be adjusted annually to reflect the percentage change in the California Consumer Price Index. The bill would modify the cap applicable to contracts exceeding \$250,000 to apply only to contracts exceeding that amount but not exceeding \$25,000,000. The bill would add a new change order cap of \$500,000 for contracts whose original cost exceeds \$25,000,000 and of \$1,000,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index.

AB 2285 (Committee on Transportation) Right of way.

Introduced: 2/14/2020

Status: 6/11/2020-Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Would require a person driving a vehicle on a highway approaching, among other things, a stationary authorized emergency vehicle that is displaying emergency lights to approach with due caution and, before passing in a lane immediately adjacent to one of those specified vehicles, absent other direction by a peace officer, either proceed to make a lane change into an available lane not immediately adjacent to one of those specified vehicles, or slow to a reasonable and prudent speed that is safe for existing weather, road, and vehicular or pedestrian traffic conditions, as specified. Because this bill would expand the application of this provision from highways to freeways, it would expand the scope of an existing crime and would impose a state-mandated local program.

AB 2305 (Ting D) Vehicles: local regulation of traffic: private roads.

Introduced: 2/14/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. PRINT on 2/14/2020)

Summary: Current law authorizes a local entity to declare by ordinance that there are privately owned and maintained roads within the jurisdiction that are generally held open for use by the public for vehicular travel or for vehicular travel to serve commercial establishments, or that there are privately owned and maintained offstreet parking facilities that are generally held open for use of the public for purposes of vehicular parking, or that there are privately owned and maintained roads that are not generally held open for use of the public for purposes of vehicular travel but, in the interests of any residents residing along the roads and the motoring public will best be served by application of the provisions of the Vehicle Code to those roads. Current law requires that, before such an ordinance is passed, a public hearing be held and notice be given to the owners or occupants of a privately owned road or parking facility 10 days before the public hearing. This bill would increase the notice of hearing requirement to 15 days.

AB 2310 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.

Introduced: 2/14/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/24/2020)

Summary: Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

AB 2542 (Kalra D) Local transportation funds: State Transit Assistance Program: reports.

Introduced: 2/19/2020

Status: 6/23/202 – Referred to Committee on Transportation

Summary: Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.

AB 2620 (Boerner Horvath D) North County Transit District: pilot program.

Introduced: 2/20/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. PRINT on 2/20/2020)

Summary: Current law creates the North County Transit District, with various powers and duties relative to the planning and operation of a transit system in north San Diego County. This bill would state the intent of the Legislature to enact subsequent legislation that would allocate funding to the North County Transit District to purchase shuttles for use in a 3-year pilot program to implement and operate an on-demand shared ride service as a transit option for specified cities within the district.

AB 2698 (Gray D) High-Speed Rail Authority: locomotives.

Introduced: 2/20/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/2/2020)

Summary: Would prohibit the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a diesel passenger locomotive engine or a passenger locomotive engine that directly emits particulate matter from the onboard combustion of fossil fuels for propulsion.

AB 2730 (Cervantes D) Paratransit providers.

Introduced: 2/20/2020

Status: 6/11/2020-In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Would express the intent of the Legislature to enact legislation that would establish memoranda of understanding and mutual aid agreements with paratransit providers to aid in the evacuation of the access and functional needs population in an emergency.

AB 2738 (Quirk-Silva D) Highway Users Tax Account: apportionment to counties: expenditure.

Introduced: 2/20/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/2/2020).

Summary: Would expand the purposes for which a county may spend moneys deposited into its road fund to include any street or road within the county. If a county expends moneys received from the Highway Users Tax Account for streets and roads within the county, the bill would require the county to use those funds equitably throughout the county to identify and improve streets and roads that have the highest need.

AB 2773 (Burke D) Los Angeles County Metropolitan Transportation Authority.

Introduced: 2/20/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. PRINT on 2/20/2020)

Summary: Current law vests the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. Current law provides that, on the date of the merger of the Los Angeles Metropolitan Transit Authority with the Southern California Rapid Transit District, which occurred in 1964, all employees of the transit authority became employees of the district with all of the same rights, privileges, and compensation they had as employees of the authority. This bill would make non-substantive changes to the latter provision.

AB 2828 (Friedman D) Traffic Safety.

Introduced: 2/20/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/2/2020)

Summary: Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.

AB 2860 (O'Donnell D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program

Introduced: 2/21/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/5/2020)

Summary: The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program provides that projects eligible for funding include, among others, technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, and requires, until December 31, 2020, no less than 20% of funding made available for that purpose to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The program defines "zero- and near-zero-emission" for its purposes. This bill would extend the requirement that 20% of that funding be made available for that same purpose until December 31, 2025. The bill would create a separate definition for "near-zero emission" and revise the definition for "zero-emission," as provided.

AB 2873 (Kalra D) Public transit operators: bus procurement: new technology considerations.

Introduced: 2/21/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/5/2020)

Summary: Current law requires a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, preventing accidents caused by blind spots created by bus equipment or bus design. This bill would require a public transit operator, for these purposes, to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator.

AB 3209 (Aguiar-Curry D) Local alternative transportation improvement program: County of Napa.

Introduced: 2/21/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/12/2020)

Summary: Would, for state transportation facilities at the intersection of State Route 29 and State Route 221 in the County of Napa that are no longer planned to be constructed, authorize the transportation planning agency having jurisdiction over the facilities, acting jointly with the County of Napa, to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county. The bill would give the commission the final authority regarding the content and approval of the local alternative, and would prohibit the commission from approving the local alternative if it is submitted after July 1, 2022.

AB 3213 (Rivas, Luz D) High-Speed Rail Authority: high-speed rail service: priorities.

Introduced: 2/21/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. on 5/4/2020)

Summary: Current law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Current law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria.

AB 3278 (Patterson R) High-Speed Rail Authority: passenger train service.

Introduced: 2/21/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 6/2/2020)

Summary: Current law requires the High-Speed Rail Authority, before committing those bond proceeds for expenditure for construction and real property and equipment acquisition, to have approved and concurrently submitted to the Director of Finance and the Chairperson of the Joint Legislative Budget Committee both a detailed funding plan and a report, prepared by one or more financial services firms, financial consulting firms, or other consultants involved in funding or constructing the high-speed train system, indicating that, among other things, the planned passenger train service to be provided by the authority, or pursuant to its authority, will not require an operating subsidy. This bill would state that passenger train service is provided by the authority, or pursuant to its authority for those purposes when high-speed train service uses the high-speed train system owned by the authority, regardless of whether the service is provided directly by the authority or provided by a third party pursuant to a lease agreement with the authority.

AB 3280 (Chu D) Trade Corridor Enhancement Account.

Introduced: 2/21/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 4/24/2020)

Summary: Existing law creates the Solutions for Congested Corridors Program, with funding available for the program to be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state and that are part of a comprehensive corridor plan. Current law authorizes regional transportation planning agencies or county transportation commissions or authorities and the Department of Transportation to nominate projects, with preference to be given to projects that demonstrate collaboration between the regional agencies and the department. This bill would expand "regional transportation planning agency" to include specified transportation planning agencies, certain county transportation commissions, the Santa Clara Valley Transportation Authority, a joint exercise of powers authority, or any other local or regional transportation entity that is designated by statute as a regional transportation agency.

AB 3335 (Friedman D) California Environmental Quality Act: transit priority projects.

Introduced: 2/21/2020

Status: 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. NAT. RES. on 4/24/2020)

Summary: CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality

transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.

ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Introduced: 12/3/2018

Status: 8/19/2019-Read third time. Refused adoption. Motion to reconsider made by Assembly Member Aguiar-Curry.

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

SB 288 (Wiener D) California Environmental Quality Act: exemptions.

Introduced: 2/13/2019

Status: 6/15/2020-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, as specified. This bill would revise and recast the above-described exemptions and further exempt from the requirements of CEQA certain projects for the institution or increase of bus rapid transit and regional rail services on public rail or highway rights of way, as specified, whether or not it is presently used for public transit, as specified, and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders.

SB 757 (Allen D) State highways: relinquishment.

Introduced: 2/22/2019

Status: 1/30/2020-In Assembly. Read first time. Held at Desk.

Summary: Current law vests the Department of Transportation with full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment, except as provided with respect to a specified segment of Route 710.

SB 931 (Wieckowski D) Local government meetings: agenda and documents.

Introduced: 2/5/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was GOV. & F. on 2/12/2020)

Summary: The Ralph M. Brown Act requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require, if the local agency has an internet website, a legislative body or its designee to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. The bill would require, where the local agency determines it is technologically infeasible to send a copy of all documents constituting the agenda packet or a website link containing the documents by

electronic mail or by other electronic means, the legislative body or its designee to send by electronic mail a copy of the agenda or a website link to the agenda and mail a copy of all other documents constituting the agenda packet in accordance with the mailing requirements.

SB 992 (Beall D) Road Repair and Accountability Act of 2017: reporting website.

Introduced: 2/12/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/20/2020)

Summary: Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.

SB 1238 (Hueso D) Road project contracts: preference: recycle plastics.

Introduced: 2/12/2020

Status: 6/26/2020-Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Summary: Would require the Department of Transportation to conduct a study to determine if including recycled plastics in asphalt used for a construction and repair project of a state highway is feasible. If the department determines that this use of recycled plastics is feasible, the bill would require the department, when awarding a contract for a construction or repair project of a state highway, to award a preference of an unspecified percentage to a bidder who proposes to use asphalt that includes recycled plastics for the construction or repair project. The bill would declare it to be the goal of the state that, by 2045, the department and each local agency use asphalt that includes recycled plastics in every construction or repair project of a local road or state highway that will use asphalt.

SB 1283 (Beall D) Transit buses: Counties of Monterey and Santa Cruz.

Introduced: 2/21/2020

Status: 3/26/2020- From committee with author's amendments. Read second time and amended. Re-referred to Committee on Rules

Summary: Current law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Current law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program.

SB 1291 (Beall D) State highway system.

Introduced: 2/21/2020

Status: 6/18/2020 – Referred to Committee on Transportation

Summary: Current law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the Department of Transportation for incorporation into the Federal Statewide Transportation Improvement Program, which current law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020.

SB 1351 (Beall D) Department of Transportation: state highways.

Introduced: 2/21/2020

Status: 6/18/2020 – Referred to Committee on Transportation

Summary: Current law requires transportation planning agencies to conduct certain transportation planning and programming activities, including to prepare and adopt regional transportation plans. Current law authorizes certain statutorily created transportation planning agencies to allocate up to 3% of their annual revenues for transportation planning and programming processes, and alternatively authorizes the allocation of a greater amount upon approval by the Director of Transportation. This bill would prohibit the director from approving an allocation of an amount greater than 5% of a transportation planning agency's annual revenue.

SB 1372 (Monning D) Wildlife corridors and connectivity: Wildlife and Biodiversity Protection and Movement Act of 2020.

Introduced: 2/21/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 5/12/2020)

Summary: Current law requires the Department of Fish and Wildlife, contingent upon funding being provided by the Wildlife Conservation Board or from other appropriate bond funds, upon appropriation by the Legislature, to investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages, as well as the impacts to those wildlife corridors from climate change, and requires the department to prioritize vegetative data development in these areas. This bill would additionally require the department to investigate, study, and identify impacts to those wildlife corridors from state infrastructure projects, including transportation and water projects, large-scale development projects not covered by an existing natural community conservation plan or habitat conservation plan, and planned or potential land conversions.

SB 1390 (Portantino D) Montclair to Ontario Airport Construction Authority.

Introduced: 2/21/2020

Status: 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/12/2020)

Summary: Would create the Montclair to Ontario Airport Construction 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 bill would prescribe the powers and duties of the construction authority.

SB 1459 (Caballero D) Transportation Development Act: Counties of San Luis Obispo and Stanislaus.

Introduced: 2/21/2020

Status: 6/18/2020 – Referred to Committee on Transportation

Summary: Current law authorizes, until July 1, 2020, the Stanislaus Council of Governments, a transportation planning agency, when determining if specified operators have met the requirements for claims for transit funds, to reduce the applicable ratio of fare revenues to operating cost for specified operators by up to 5 percentage points from the ratio that was effective during the 2015–16 fiscal year. This bill would extend this authorization for the Stanislaus Council of Governments by 3 years, and would similarly authorize the San Luis Obispo Council of Governments, a transportation planning agency, with respect to operators within its jurisdiction.