

AGENDA
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES
AND
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY

EXECUTIVE COMMITTEE

*Members are: Fernando Armenta (Chair),
Alejandro Chavez (1st Vice Chair), Dave Potter (2nd Vice Chair),
Kimbley Craig (Past Chair),
John Phillips (County representative), Robert Huitt (City representative)*

Wednesday, March 02, 2016
TAMC Conference Room
55-B Plaza Circle, Salinas

*****9:00 AM*****

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- 1. ROLL CALL:** Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

- 2. PUBLIC COMMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

3. BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for item **3.1** below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE minutes from the Executive Committee meeting of February 3, 2016. – Rodriguez

END OF CONSENT AGENDA

4. RECEIVE state legislative update and **RECOMMEND** that the Board adopt positions on bills of interest to the Agency. - Watson/ Arriaga

5. DISCUSS and **RECOMMEND** direction for the Transportation Agency's 2016 Annual Report – Wright **No Enclosure**

6. RECEIVE report on draft agenda for TAMC Board meeting of March 23, 2016. – Hale

7. ADJOURN

**Next Executive Committee meeting is:
Wednesday, April 6, 2016
Please mark your calendars.**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
Monday thru Friday
8:00 a.m. – 5:00 p.m.
TEL: 831-775-0903
FAX: 831-775-0897

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DRAFT MINUTES
Agenda Item: 3.1

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES AND MONTEREY
COUNTY REGIONAL DEVELOPMENT IMPACT FEE
JOINT POWERS AGENCY**

EXECUTIVE COMMITTEE MEETING

*Members are: Fernando Armenta (Chair),
Alejandro Chavez (1st Vice Chair), Dave Potter (2nd Vice Chair),
Kimbley Craig (Past Chair),
John Phillips (County representative), Robert Huitt (City representative)*

Wednesday, February 3, 2016

*** 9:00 a.m. ***

Transportation Agency Conference Room
55-B Plaza Circle, Salinas

1. **CALL TO ORDER:** Chair Armenta called the meeting to order at 9:00 a.m. Committee members present: Armenta, Chavez, Craig, Huitt, Phillips and Potter. Staff present: Delfino, Goel, Hale, Muck, Rodriguez, and Wright. Others present: Agency Counsel Reimann and Meredith Evans, Senator Canella's office.
 2. **PUBLIC COMMENTS:** None.
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3. **CONSENT AGENDA:**
On a motion by Committee Member Huitt and seconded by Committee Member Chavez the committee voted 4- 0 to approve the consent agenda.
Abstained: Phillips
Board member Craig arrived after the consent agenda.
 - 3.1 Approved minutes from the Executive Committee meeting of January 6, 2016.

END OF CONSENT

4. On a motion by Committee Member Craig and seconded by Committee Member Chavez the committee voted 5– 0 to receive report regarding the prefunding of the estimated current calculated unfunded liabilities of the Agency’s Governmental Accounting Standards Board Statement No. 45 Other Post-Employment Benefits.

Dave Delfino, Finance Director, reported the Agency provides its retirees with the minimum medical benefit required by the CalPERS medical plan. In March of 2010, the Agency chose the “pay as you go” basis which requires paying the Minimum Employer Contribution as it becomes due. The Agency, at that time, also designated \$85,219 of the Agency’s fund balance to partially fund a reserve for the future accrued unfunded liability.

The Governmental Accounting Standards Board (GASB) Statement No. 45 requires that the financial reports of U.S. public employers should provide financial information about all retirement benefits not just pension benefits. OPEBs are defined as medical, prescription drug, dental, vision, hearing, life insurance, long term care and long term disability benefits. In the Agency’s situation this presently is the minimum employer contribution for health insurance required by CalPERS that in calendar year 2016 is \$125.00 per month per retiree who purchases health insurance through CalPERS.

5. On a motion by Committee Member Potter and seconded by Committee Member Chavez the committee voted 5– 0 to receive the report regarding the prepayment of the current calculated unfunded net pension liability of the Agency’s according to Governmental Accounting Standards Board Statement No. 68, “Accounting and Financial Reporting for Pensions;” and, recommended that the Board authorize the Executive Director to make a payment of \$550,842 to California Public Employee Retirement System to pay off the Agency’s current net pension liability.

Dave Delfino, Finance Director, reported that according to the most current CalPERS actuarial report, if the Agency were to pay its net pension liability of \$550,842 on June 30, 2016, the Agency would save future interest payments of \$586,458 over 30 years. The Agency would still have to make normal yearly pension payments. The Agency has sufficient reserves to fully pay down this unfunded liability and still meet the established minimum reserve of six months of operating expenses. TAMC is only earning about a ½ percent return on its reserve balance; the interest earned on the full paydown amount in question is about \$2,754 a year. By contrast, by paying off the liability early, the Agency would have a net savings of \$26,924 in 2016/17, and similar or higher savings in future years. Committee member Huitt asked staff to add some additional information on the GASB 68 regarding number of employees who are claiming OPEB Benefits and clarify that the costs identified in the staff report for long-term yearly costs represent the future cost 20 years from now.

6. On a motion by Committee Member Potter and seconded by Committee Member Huitt the committee voted 5– 0 to recommend that the Board authorize Executive Director to submit the draft fiscal year 16/17 budget and Overall Work Program to federal and state funding agencies for initial review; and recommended that the Board provide direction and guidance to staff on the three-year budget for fiscal years 16/17 through 18/19, and the Overall Work Program for fiscal year 16/17; and directed the Executive Director to bring the final three-year budget and one-year Overall Work Program back to the Board on May 25, 2016 for approval.

Todd Muck, Deputy Executive Director, gave a brief overview of the changes in the Overall Work Program for fiscal year 16/17, noting that there will not be a lot of significant changes this year. He noted that staff would be hiring a 511 coordinator position, update the Regional Transportation Plan for 2018, Public outreach for roundabout project, Level 2 traffic revenues study and evaluating tolling on highway 156, and how to proceed with results, third cycle of the bicycle and skate board secure program, the regional bicycle way planning signage and Monterey Salinas Highway 68 study, the Right-of-way for the Salinas rail extension and lastly the Monterey-Salinas Transit funding for busses and the Monterey Branch Line busway.

Rita Goel, Director of Finance & Administration, reported the Agency budget separates expenditures into two types: operating and direct programs. Operating expenditures include staff salaries and benefits, materials and supplies, and equipment purchases. Direct program expenditures include outside consultants, contracts, expenditures that apply to specific project delivery tasks such as rail program, highway projects, bicycle and pedestrian program, noting the direct program has major fluctuations. The proposed fiscal year 2016-2017 operating expenditure budget is \$2,616,738, a net increase over fiscal year 2015-2016 of \$194,439. The proposed fiscal year current direct program expenditure budget is \$14,410,795 a net decrease over fiscal year 15/16 of \$2,398,440. This decrease is primarily due to a shift in expenditures on the Rail Extension to Salinas project. Ms. Goel concluded, noting the next steps in the process are to present the draft budget and Overall Work Program to the Board of Directors in February and in May to bring the final budget and Overall Work Program to the Executive Committee for review and the Board of Directors for adoption.

7. The Committee received a report on the draft agenda for TAMC Board meeting of February 24, 2016:

Executive Director Hale highlighted the draft TAMC Board agenda for February 24, 2016. She reported the Board will hold an unmet transit needs public hearing. The Board would be asked to adopt a revised Regional Transportation Improvement Program based on reduced fund estimate and the final Transportation Investment Plan to release to the cities and county for adoption. She reported on the consent agenda the Board would be asked to authorize and direct staff to partner with Metropolitan Transportation Commission, Santa Cruz Regional Transportation Commission, and the San Luis Obispo County Council of Governments' staff in a joint Request for Proposals for the operation of the call box answering service.

8. **ADJOURNMENT**

Chair Armenta adjourned the meeting at 10:13 a.m.



Elouise Rodriguez, Senior Administrative Assistant



Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: March 2, 2016
Subject: State Legislative Update

RECOMMENDED ACTION

RECEIVE state legislative update and **RECOMMEND** that the Board adopt positions on bills of interest to the Agency.

SUMMARY

The bill list has been updated with new bills introduced in 2016 as well as two-year bills, including special session bills still under consideration. Agency legislative analyst John Arriaga will attend the meeting to present the report.

FINANCIAL IMPACT

Assembly Bill 2730 has the potential to raise several million dollars that would be allocated to state highway projects in Monterey County, instead of being paid to the state's General Fund.

DISCUSSION

Two bills were introduced for TAMC's legislative priorities by the February 18 bill introduction deadline:

- **AB 2730 (Alejo): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties (attachment 1).**

The Prunedale Bypass right-of-way was acquired with state transportation funding back in the 1970's. 353 acres had been retained by Caltrans for potential habitat mitigation for future transportation projects; however, Caltrans has reviewed each of the 145 parcels and has determined that the Bypass land has limited habitat preservation value. As a result, the property will soon be on the state list for sale as excess property. Without any change to state law, the proceeds from the sale of this excess property, as with all other highway projects, will accrue to the state General Fund.

This bill would require the net proceeds from the sale of the excess properties from the Prunedale Bypass to be reserved in the State Highway Account for programming and allocation by the California Transportation Commission, with the concurrence of TAMC, to other

transportation projects in Monterey County. This funding would not offset any other funds that TAMC would receive in the State Transportation Improvement Program or from other state sources.


This legislation is modeled on similar bills signed into law for the disposal of excess property in the Highway 238 corridor in Alameda County and the I-710 corridor in Los Angeles County. The net result of this legislation could be millions of dollars for state highway projects in Monterey County. The value of the right-of-way is not currently known and Caltrans has indicated that it is not able to conduct a formal or informal appraisal. In order to determine how much money is at stake in this legislation, staff will be investigating the ability to conduct an informal appraisal of the property and will make a proposal to the TAMC Board in the near future.

• **SB 1197 (Cannella) Intercity rail corridors: extensions (attachment 2).**

TAMC is interested in extending the Capitol Corridor train south from San Jose to serve Salinas and points in between. The Coast Rail Coordinating Council is interested in extending the Pacific Surfliner north, as the planned Coast Daylight service, to the San Francisco Bay Area. Existing law, however, defines the boundaries of the three intercity rail corridors (Capitol Corridor, Pacific Surfliner, and San Joaquin), and any extension of service beyond these boundaries requires a change in state law.

This bill would authorize the amendment of the respective agreements between the relevant joint powers board and Caltrans allow the provision of intercity rail service beyond the defined boundaries of the corridor. To extend service, the bill would require the oversight joint powers agency to recommend and justify the proposed extension in its adopted business, and then secure the approval of the Secretary of Transportation. This bill will therefore bring the extension of Capitol Corridor train service to Salinas and the Coast Daylight service one step closer to implementation, while keeping such service extensions at the discretion of the both the joint powers board and the State Transportation Agency.

Attachment 3 is the updated list of transportation legislation pending from last year, and introduced this year, as of February 22. Of key interest are several bills that propose raising state transportation revenues to address the revenue shortfall. A handful of measures also propose changes to the “disadvantaged communities” definition or allocation of cap and trade funding. **Attachment 4** is the Agency’s adopted 2016 legislative program. Agency consultant and staff will walk through the bill list and recommended positions.

Approved by: 
Debra L. Hale, Executive Director

Date signed: February 26, 2016

Regular Agenda

Counsel Approval: N/A
Finance Approval: N/A

Attachments:

1. AB 2730 (Alejo): Prunedale Bypass right-of-way funds
2. SB 1197 (Cannella): Intercity rail service governance
3. TAMC Bill List as of February 22, 2016
4. Final TAMC State Legislative Program, adopted January 27, 2016

ASSEMBLY BILL

No. 2730

Introduced by Assembly Member Alejo

February 19, 2016

An act to add Section 14528.9 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2730, as introduced, Alejo. Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law generally requires proceeds from the sale of excess state highway property to be made available for other highway purposes. Existing law generally provides for the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the state transportation improvement program process, with available funds subject to various fair share distribution formulas. Existing law, in certain cases, requires the commission to instead reallocate funds from canceled state highway projects to other projects within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable.

This bill would classify certain properties acquired by the department for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, and no longer required by the department for the alternative improvements undertaken by it in place of the bypass, known as the Prunedale Improvement Project, as excess property and would require the department to

expeditiously dispose of those excess properties. The bill would require the net proceeds from the sale of the excess properties to be reserved in the State Highway Account for programming and allocation by the commission, with the concurrence of the Transportation Agency for Monterey County, to other transportation projects in that county. The bill would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 14528.9 is added to the Government
2 Code, to read:
3 14528.9. Properties originally acquired by the department for
4 a replacement alignment for State Highway Route 101 in the
5 County of Monterey, known as the former Prunedale Bypass, and
6 no longer required by the department for the alternative
7 improvements undertaken by it in place of the bypass, known as
8 the Prunedale Improvement Project, are hereby classified as excess
9 properties. The department shall expeditiously dispose of these
10 excess properties. Proceeds from the sale of the excess properties,
11 less any reimbursements due to the federal government and all
12 costs incurred in the sale of those excess properties, shall be
13 reserved in the State Highway Account for programming and
14 allocation by the commission, with the concurrence of the
15 Transportation Agency for Monterey County, to other state
16 highway projects in the State Transportation Improvement Program
17 in the County of Monterey, or to other transportation projects in
18 that county consistent with Article XIX of the California
19 Constitution. Sections 188 and 188.8 of the Streets and Highways
20 Code do not apply to these proceeds.

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Introduced by Senator Cannella

(Principal coauthors: Assembly Members Achadjian and Alejo)

(Coauthor: Assembly Member Mark Stone)

February 18, 2016

An act to add Section 14070.5 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1197, as introduced, Cannella. Intercity rail corridors: extensions.

Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board.

This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 14070.5 is added to the Government
2 Code, to read:
3 14070.5. At any time after an interagency transfer agreement
4 between the department and a joint powers board has been entered
5 into, the agreement may be amended to provide for the extension
6 of the affected rail corridor to provide intercity rail service beyond
7 the defined boundaries of a corridor as described in subdivision
8 (b) of Section 14072, subdivision (c) of Section 14074, or
9 subdivision (c) of Section 14076. A proposed extension of a rail
10 corridor shall first be recommended and justified in the business
11 plan adopted by the joint powers board, and then shall be subject
12 to the approval of the Secretary of Transportation.

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TAMC Bill List
Wednesday, February 19, 2016

AB 1336 (Salas) Greenhouse gases: Community Climate Improvement Program**Introduced:** 2/27/2015**Last Amended:** 1/14/2016**Status:** 1/15/2016-Re-referred to Com. on APPR.

Summary: Establishes the Community Climate Improvement Program (Program) and requires the Strategic Growth Council (SGC) to administer the Program in coordination with the California Air Resources Board (ARB). Requires SCP to implement the program consistent with the California Global Warming Solutions Act of 2006 funded by cap-and trade revenues and the investment plan adopted by ARB. Establishes a comprehensive grant program with AB 32 cap-and-trade revenues to invest in regional projects that reduce or sequester GHG emissions, especially in disadvantaged communities.

Priority: N/A: Cap and Trade funding allocation**Position:** Watch**AB 1340 (Chau) Vehicles: buses****Introduced:** 2/27/2015**Last Amended:** 1/4/2016**Status:** 1/6/2016-In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways and exempts from this limitation a bus operated by a public agency or a passenger stage corporation, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, the device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits, among other things, the above-described device from extending more than 40 inches from the front body of the bus when fully deployed. This bill would instead prohibit the above-described device from extending more than 40 inches from the front of the bus.

Priority: 13S: transit bus bike racks**Position:** Watch**AB 1364 (Linder) California Transportation Commission****Introduced:** 2/27/2015**Status:** 2/4/2016-Referred to Coms. on T. & H. and G.O.

Summary: Removes the California Transportation Commission (CTC) from the California Transportation Agency (CalSTA) and re-establishes the commission as an independent entity within state government.

Priority: N/A**Position:** Watch**AB 1550 (Gomez) Greenhouse gases: investment plan: disadvantaged communities****Introduced:** 1/4/2016**Status:** 2/1/2016-Referred to Com. on NAT. RES.

Summary: The California Global Warming Solutions Act of 2006 provides that the allocation of a minimum of 10% Greenhouse Gas Reduction Fund moneys go to projects located in disadvantaged communities and a minimum of 25% to projects that provide benefits to disadvantaged

communities. This bill would instead require the investment plan to allocate a minimum of 25% to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 1555 (Gomez) Greenhouse Gas Reduction Fund

Introduced: 1/4/2016

Status: 1/5/2016-From printer. May be heard in committee February 4.

Summary: States the intent of the Legislature to enact future legislation that would appropriate \$1.7 billion from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.

Priority: N/A: Cap and Trade funding allocation

Position: Watch

AB 1569 (Steinorth) California Environmental Quality Act: exemption: existing transportation infrastructure

Introduced: 1/4/2016

Status: 2/1/2016-Referred to Coms. on NAT. RES. and TRANS.

Summary: This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure that meets certain requirements.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1591 (Frazier) Transportation funding

Introduced: 1/6/2016

Status: 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX..

Summary: Establishes the Road Maintenance and Rehabilitation program at \$4.57 billion annually, repays outstanding transportation loans at \$879million (one-time payment), increases funding to Trade Corridors Improvement Fund (TCIF) at \$1.24 billion annually, increases funding to transit and Intercity Rail Capital program at \$200 million annually, revises the calculation of variable gas tax, and prohibits weight fees from being used for bond debt service or General Fund loans.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

AB 1746 (Stone, Mark) Transit buses

Introduced: 2/2/2016

Status: 2/18/2016-Referred to Com. on TRANS.

Summary: Add 6 transit districts to the program allowing the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served, to be jointly determined by the districts, Caltrans, and the CHP.

Priority: 13S: transit bus on shoulder

Position: Watch

AB 1815 (Alejo) California Global Warming Solutions Act of 2006: disadvantaged communities

Introduced: 2/8/2016

Status: 2/9/2016-From printer. May be heard in committee March 10.

Summary: Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state Air Resources Board and any other relevant state agency, to develop a 3-year investment plan for the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 1818 (Melendez) Transportation funds

Introduced: 2/8/2016

Status: 2/9/2016-From printer. May be heard in committee March 10.

Summary: Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, Caltrans and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. (Spot bill.)

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 1833 (Linder) Transportation projects: environmental mitigation

Introduced: 2/9/2016

Status: 2/10/2016-From printer. May be heard in committee March 11.

Summary: Would create the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1886 (McCarty) California Environmental Quality Act: transit priority projects

Introduced: 2/11/2016

Status: 2/12/2016-From printer. May be heard in committee March 13.

Summary: CEQA 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 would increase that percentage to 50%.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

AB 1910 (Harper) Transportation: advisory question: election

Introduced: 2/11/2016

Status: 2/12/2016-From printer. May be heard in committee March 13.

Summary: Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."

Priority: 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.

Position: Watch

AB 1919 (Quirk) Local transportation authorities: bonds

Introduced: 2/11/2016

Status: 2/12/2016-From printer. May be heard in committee March 13.

Summary: The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 2014 (Melendez) Freeway Service Patrol Act: workload study

Introduced: 2/16/2016

Status: 2/17/2016-From printer. May be heard in committee March 18.

Summary: Would require, no later than June 30, 2017, and every 2 years thereafter, CHP, in coordination with Caltrans and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.

Priority: N/A – Freeway Service Patrol

Position: Watch

AB 2090 (Alejo) Low Carbon Transit Operations Program

Introduced: 2/17/2016

Status: 2/18/2016-From printer. May be heard in committee March 19.

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.

Priority: 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.

Position: Watch

AB 2293 (Garcia, Cristina) Greenhouse Gas Reduction Fund: 3-year investment plan: technical assistance program

Introduced: 2/18/2016

Status: 2/19/2016-From printer. May be heard in committee March 20.

Summary: Would require the State Air Resources Board to establish a technical assistance program, upon an appropriation of moneys from the Greenhouse Gas Reduction Fund, to assist small disadvantaged communities in applying for moneys from programs using moneys from the fund. The bill would also require the department to include in the 3-year investment plan an allocation to the state board for that technical assistance program.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 2332 (Garcia, Eduardo) Transportation

Introduced: 2/18/2016

Status: 2/19/2016-From printer. May be heard in committee March 20.

Summary: Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby Caltrans and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

AB 2343 (Garcia, Cristina) Greenhouse Gas Reduction Fund: 3-year investment plan: disadvantaged communities

Introduced: 2/18/2016

Status: 2/19/2016-From printer. May be heard in committee March 20.

Summary: Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.

Priority: 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

Position: Watch

AB 2355 (Dababneh) Intercity rail services: mitigation

Introduced: 2/18/2016

Status: From printer. May be heard in committee March 20.

Summary: Requires Caltrans to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. Requires Caltrans to determine what constitutes a reasonable level of mitigation. Provides that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.

Priority: N/A – intercity rail

Position: Watch

AB 2730 (Alejo) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties.

Introduced: 2/19/2016

Status: 2/19/2016-Introduced. To print.

Summary: Would classify certain properties acquired by Caltrans for a replacement alignment for Highway 101 in the County of Monterey, known as the former Prunedale Bypass, and no longer required by Caltrans for the alternative improvements undertaken by it in place of the bypass, known as the Prunedale Improvement Project, as excess property and would require Caltrans to expeditiously dispose of those excess properties. The bill would require the net proceeds from the sale of the excess properties to be reserved in the State Highway Account for programming and allocation by the California Transportation Commission, with the concurrence of the Transportation Agency for Monterey County, to other transportation projects in that county. The bill would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Priority: 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.

Position: SPONSOR

ABX1-1 (Alejo): Transportation funding

Introduced: 6/23/15

Status: 6/24/15-From printer

Summary: *Reintroduction of AB 227 in special session:* Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/25/15)

ABX1-2 (Perea): Transportation projects: comprehensive development lease agreements

Introduced: 6/25/15

Status: 6/26/15 – From printer

Summary: *Reintroduction of AB 1265 in special session:* Would extend Caltrans authorization to enter into Public-Private Partnerships indefinitely and would include within the definition of “regional transportation agency” the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: SUPPORT (Letter sent 7/17/15)

ABX1-3 (Frazier): Transportation funding

Introduced: 7/9/15

Last Amended: 9/3/15

Status: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

ABX1-4 (Frazier): Transportation funding

Introduced: 7/9/15

Status: 9/3/15-Referred to Com. on RLS.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state’s key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

ABX1-6 (Hernández, Roger) Affordable Housing and Sustainable Communities Program

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Requires 20% of moneys available for allocation under the Affordable Housing and Sustainable Communities Cap and Trade Program to be allocated to eligible projects in rural areas. This bill would help allow rural areas, including Monterey County, to be better able to receive cap and trade funds for bike/pedestrian/transit and affordable housing projects. In the first cycle, no project in the Monterey Bay Area received funding.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

ABX1-7 (Nazarian) Public transit: funding

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently “unallocated” share. (Similar to SBX1-8 (Hill))

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

ABX1 8 (Chiu) Diesel sales and use tax.

Introduced: 7/16/15

Status: 7/17/15-From printer.

Summary: Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. (Similar to SBX1-7 (Allen))

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

ABX1-19 (Linder) California Transportation Commission

Introduced: 9/1/15

Status: From printer

Summary: This bill excludes the California Transportation Commission (CTC) from the Transportation Agency (CalSTA) and establishes it as an entity in the state government.

Priority: NA – CTC

Position: Watch

SB 824 (Beall) Low Carbon Transit Operations Program

Introduced: 1/7/2016

Status: 1/28/2016-Referred to Com. on T. & H.

Summary: Authorizes the State Air Resources Board to allow a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. Allows a recipient transit agency to loan or transfer its funding share in a particular fiscal year to another recipient transit agency, to pool its funding share with those of other recipient transit agencies, or to apply to Caltrans to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority. Allows a recipient transit agency to apply to Caltrans for a letter of no prejudice for a capital project or component of a capital project for which Caltrans has authorized a disbursement of funds, and if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SB 901 (Bates) Transportation projects: Advanced Mitigation Program

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Coms. on T. & H. and E.Q.

Summary: The bill would create the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects. The bill would require Caltrans to set aside certain amounts of future appropriations for this purpose.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: Watch

SB 902 (Cannella) Department of Transportation: environmental review process: federal program

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Com. on T. & H.

Summary: Existing federal law delegates certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government to Caltrans until January 1, 2017. The bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.

Priority: N/A – NEPA delegation authority

Position: SUPPORT

SB 903 (Nguyen) Transportation funds: loan repayment

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Com. on T. & H.

Summary: Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief

Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SB 1066 (Beall) Transportation funds: fund estimates

Introduced: 2/16/2016

Status: 2/17/2016-From printer. May be acted upon on or after March 18.

Summary: Current law requires Caltrans to submit to the California Transportation Commission an estimate of state and federal funds expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill requires the fund estimates prepared by Caltrans and the commission to identify and include federal funds derived under the Fixing America's Surface Transportation Act of 2015.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SB 1141 (Moorlach) State highways: transfer to local agencies: pilot program

Introduced: 2/18/2016

Status: 2/19/2016-From printer. May be acted upon on or after March 20.

Summary: Would require Caltrans to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require Caltrans, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.

Priority: N/A - Caltrans

Position: Watch

SB 1197 (Cannella) Intercity rail corridors: extensions

Introduced: 2/18/2016

Status: 2/19/2016-From printer. May be acted upon on or after March 20.

Summary: Existing law authorizes Caltrans to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes Caltrans, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between Caltrans and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified

in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.

Priority: 10S: Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.

Position: SPONSOR

SBX1-1 (Beall): Transportation funding

Introduced: 6/22/15

Last Amended: 9/1/15

Status: 9/1/15- Read second time and amended. Re-referred to Com. on APPR.

Summary: Reintroduction of SB 16 in special session: Creates the Road Maintenance and Rehabilitation Program, which increases several taxes and fees to raise roughly \$4.3 billion in new transportation revenues annually, with the funding used to address deferred maintenance on the state highways and local streets and roads and to improve the state's trade corridors. Requires the CTC to adopt performance criteria to ensure efficient use of the funds available for the program. Includes a 5% set-aside for counties that approve a transactions and use tax on or after July 1, 2015. Eliminates the current requirement of the State Board of Equalization to annually modify the gas and diesel taxes, instead requiring the Board to recompute the tax rates based on the California Consumer Price Index.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/29/15)

SBX1-2 (Huff): Greenhouse Gas Reduction Fund

Introduced: 6/30/15

Status: 9/1/15-Senate Transportation and Infrastructure Development Vote - Do pass, but re-refer to the Committee on Appropriations.

Summary: Excludes from Greenhouse Gas Reduction Fund allocation the annual proceeds of the fund generated from the transportation fuels sector. Provides instead that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch

SBX1-3 (Vidak): Transportation bonds: highway, street, and road projects

Introduced: 7/1/15

Last Amended: 8/17/15

Status: 9/14/15-Returned to Secretary of Senate

Summary: This bill redirects high-speed rail bond proceeds to state freeways and highways, and local streets and roads, upon voter approval.

Priority: N/A: California High-Speed Rail project

Position: Watch

SBX1-4 (Beall): Transportation funding

Introduced: 7/7/15

Last Amended: 9/4/15

Status: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

SBX1-5 (Beall): Transportation funding

Introduced: 7/7/15

Status: 9/1/15-In Assembly. Read first time. Held at Desk.

Summary: Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: Watch (spot bill)

SBX1 7 (Allen) Diesel sales and use tax.

Introduced: 7/16/15

Last Amended: 9/3/15

Status: 9/3/15- Re-referred to Com. on APPR.

Summary: Increases the sales and use tax on diesel fuel from 1.75% to 5.25% and allocates the money by formula to public transit agencies, such as Monterey-Salinas Transit. (Amendment: The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements and This bill would provide that the increase in the additional sales and use tax on diesel fuel imposed by the bill shall not be considered by the board in its annual modification of the diesel excise tax rate).(Similar to ABX1-8 (Chiu))

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

SBX1 8 (Hill) Public transit: funding.

Introduced: 7/16/15

Status: 9/2/15- Re-referred to Com. on APPR.

Summary: Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program. This represents a doubling of the current funding level

for bus and rail transit from current levels, and comes from the currently “unallocated” share.
(Similar to SBX1-7 (Nazarian))

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT

SBX1 11 (Berryhill) Environmental quality: transportation infrastructure.

Introduced: 7/16/15

Last Amended: 9/4/15

Status: 9/4/15- Read second time and amended. Re-referred to Com. on T. & I.D.

Summary: Amended-The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

Priority: 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

Position: SUPPORT

SBX1 12 (Runner) California Transportation Commission.

Introduced: 7/16/15

Last Amended: 8/20/15

Status: 8/20/15-Read second time and amended. Re-referred to Com. on APPR.

Summary: Removes the California Transportation Commission from the State Transportation Agency, reestablishes it as an independent entity in state government, and allows it to again act in an independent oversight role. TAMC has had effective relationships in the past with the CTC as an independent entity; this measure would return it to that status, as opposed to now when the agency reports to the Governor’s Administration.

Priority: NA – CTC

Position: SUPPORT

SBX1 14 (Cannella) Transportation projects: comprehensive development lease agreements.

Introduced: 7/16/15

Status: 8/17/15-August 19 set for first hearing canceled at the request of author.

Summary: Extends Caltrans’ authorization to enter into Public-Private Partnerships by removing the January, 2017 expiration date. This measure would increase financing options for improvements to the Highway 156 corridor and allow time to address local issues prior to the expiration of the current P3 authority. (Similar to ABX1-2 (Perea).)

Priority: 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

Position: SUPPORT

SCAX 1-1 (Huff): Motor vehicle fees and taxes: restriction on expenditures

Introduced: 6/19/15

Status: 9/9/15-From committee: Be adopted and re-refer to Com. on APPR.

Summary: *Reintroduction of SCA 7 in special session:* Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles and water-borne vessels or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

Priority: 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

Position: SUPPORT (Letter sent 6/29/15)



FINAL 2016 Legislative Program: State Issues

- 1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.
- 4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 8S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 10S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 11S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.