

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, June 01, 2016
TAMC Conference Room
55-B Plaza Circle, Salinas

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

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

- 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 items **3.1-3.4** 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 May 4, 2016. – Rodriguez

3.2 RECOMMEND that Board of Directors **APPROVE** evaluation form, procedure, and timeline for completing annual evaluation of the Executive Director and Counsel.

END OF CONSENT AGENDA

4. RECEIVE a presentation on the upcoming evaluation of the Monterey County Call Box Program. - Leonard

The Agency currently maintains a network of 190 active call boxes across Monterey County. The Agency will be evaluating the call box program in fiscal year 2016/17 to determine how to improve program efficiencies.

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

6. RECEIVE report on draft agenda for TAMC Board meeting of August 3, 2016. – Hale

7. ANNOUNCEMENTS

8. ADJOURN

**Next Executive Committee meeting is:
Wednesday, August 3, 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**

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC, Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

DRAFT MINUTES

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, May 4, 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, Huitt, Phillips and alternate Mohamadi for Potter. Staff present: Goel, Hale, Muck, Rodriguez, and Watson. Others present: Agency Counsel Reimann, John Arriaga, JEA & Associates; Terry Feinberg, Moxxy Marketing and Reed Sanders, Senator Cannella's office.
 2. **PUBLIC COMMENTS:** None.
-
3. **CONSENT AGENDA:**
On a motion by Committee Member Huitt and seconded by Committee Member Phillips the committee voted 5– 0 to approve the consent agenda. Committee member Craig arrived after consent approval.
 - 3.1 Approved minutes from the Executive Committee meeting of April 6, 2016.
 - 3.2 Received the legislative update.

END OF CONSENT

4. On a motion by Committee Member Phillips and seconded by Committee Member Craig the committee voted 6– 0 to receive the state legislative update and recommend that the Board adopt positions on bills of interest to the Agency.

Christina Watson, Principal Transportation Planner, reported that staff has been working with the legislature and stakeholders on AB 2730, authored by Alejo. As amended, this bill restricts the funding for use in the US 101 corridor and deletes the requirement that Caltrans declare the properties as surplus and sell them immediately, to give Caltrans the opportunity to fully vet the potential use of the properties and to hold on to properties that it can potentially use in the foreseeable future. Also, SB1197, authored by Cannella, would have authorized the extension of intercity passenger rail service beyond the statutorily-defined boundaries of the corridor. Agency staff, along with the Coast Rail Coordinating Council, decided that, instead of making amendments to the bill in open hearing, to pull the bill to develop language all stakeholders can support next year.

John Arriaga, JEA & Associates, reported that SB 885 by Wolk, related to indemnity clauses in design contracts, has been controversial but is moving forward through the process. He noted that the League of California Cities, the California State Association of Counties, and the California Special Districts Association are among the entities that oppose the bill. Executive Director Debbie Hale noted that the Chambers of Commerce are in support based on concerns from the American Institute of Architects.

5. On a motion by Committee Member Chavez and seconded by Committee Member Huitt the committee voted 6– 0 to receive information on ballot initiative and recommend an oppose position on the “No Blank Checks” initiative on the November 2016 ballot.

Christina Watson, Principal Transportation Planner, reported that the California Association of Councils is encouraging their members to review and consider opposing the ‘No Blank Checks’ initiative on the November 2016 ballot. This initiative would amend the California Constitution to prohibit the state from issuing bonds on projects exceeding \$2 billion without a direct vote of the people.

John Arriaga, JEA & Associates, reported that the initiative was in response to the Delta tunnel project, and noted the Governor opposes the initiative.

6. On a motion by Committee Member Huitt and seconded by Committee Member Phillips the committee voted 6– 0 to recommend that the Board approve Resolution 2016-09 adopting the fiscal year 16/17 budget and overall work program and estimated budgets for fiscal years 17/18 and 18/19.

Todd Muck, Deputy Executive Director, highlighted work the Agency will be doing in fiscal year 16/17, with examples such as outreach on the Holman Highway construction and the Monterey to Salinas Highway 68 Scenic Corridor study.

Rita Goel, Director of Finance & Administration, reported the Agency budget separates expenditures into two types: operating and direct program. 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 overall work program tasks such as rail program, highway projects, bicycle and pedestrian program etc.

Next step on May 25, 2016, the Board will be asked to approve the budget and overall work program, in accord with Agency Bylaws requiring the annual budget be approved no later than the Board's May meeting.

7. The Committee received a report on the draft agenda for TAMC Board meeting of May 25, 2016:

Executive Director Hale reported that the Board would be asked to adopt the Regional Pedestrian and Bicyclist Way finding Plan for Monterey County. The Board will also hold a Sales Tax Ballot Hearing to introduce ordinance to place on ballot. Receive presentation on the Regional Development Impact Fee program and FORA Fee Study update; Approve removal of South County interchanges from the Regional Development Impact Fee project list and the revised fee schedule; and Provide policy input on coordinating the Fort Ord Reuse Authority (FORA) Community Facilities District fees with the Regional Development Impact Fee after the dissolution of FORA.

9. **ADJOURNMENT**

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


Elouise Rodriguez, Senior Administrative Assistant



Memorandum

To: Executive Committee

From: Rita Goel, Director of Finance & Administration

Meeting Date: June 1, 2016

Subject: **EVALUATION OF EXECUTIVE DIRECTOR AND COUNSEL**

RECOMMENDED ACTION:

RECOMMEND that Board of Directors **APPROVE** evaluation form, procedure, and timeline for completing annual evaluation for Executive Director and Counsel.

SUMMARY:

The Agency Bylaws require an annual evaluation of the Executive Director and Counsel.

FINANCIAL IMPACT:


None.

DISCUSSION:

Attached with this report are evaluation forms for the Agency's Executive Director Debra L. Hale and Counsel Kathryn Reimann. The attached evaluation forms have been revised in 2016 in response to recommendations from Board Members. An additional change is that the forms will be sent out to Board Members via e-mail (vs. regular mail) and upon completion, the Board Members are requested to return the evaluation to the chair also via e-mail. This change will save the Chair time and effort in compiling the responses. The proposed procedure and timeline for completing the annual evaluation is:

1. **June 30, 2016** – Staff e-mails to voting members of the Board of Directors the enclosed evaluation forms for the Executive Director and Counsel.
2. **August 1, 2016** - All voting Board Members complete evaluation forms and e-mail to the Chair for his receipt no later than **August 1, 2016**.

3. **August 2 – 19, 2016** – The Chair reviews completed evaluation forms and prepares summary of results to present to Executive Committee on September 7, 2016.
4. **September 7, 2016** - Executive Committee meets in **Closed Session** to review the evaluations, formulate a recommendation to the Board of Directors and confer with the Executive Director and Agency Counsel regarding the recommendations.
5. **September 28, 2016**-Board Chair hands out completed evaluations to Board members for their review prior to discussion at the next Board meeting. (NOTE: These will be confidential documents to be handled by Board members appropriately)
6. **October 26, 2016** – Board of Directors meets in **Closed Session** to receive presentation from the Executive Committee, to review the evaluations and recommendations of the Executive Committee and take any appropriate actions.

Approved by: 
Rita Goel, Director of Finance & Administration

Date: 5/6/2016

Consent Agenda

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

Attachment 1: Evaluation form for Executive Director
Attachment 2: Evaluation form for Counsel

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
PERFORMANCE EVALUATION OF
EXECUTIVE DIRECTOR DEBRA L. HALE

In evaluating the performance of the Executive Director, consider the factors below in arriving at your overall rating. Check the box in each category that you think best applies.

- 1 = Unsatisfactory, performance does not meet job requirements.
2 = Improvement needed, performance partially meets requirements of job.
3 = Satisfactory, performance adequately meets requirements of job.
4 = Good, performance generally meets or exceeds standards or expectations.
5 = Exceptional, performance is excellent, exceeding job requirements.

Dimension	1*	2*	3	4	5
Accessible to elected officials, staff and the public.					
Attitude. Is enthusiastic, cooperative, adaptive, energetic, willing to spend whatever time is necessary to do a good job.					
Communication. Keeps Board Members fully informed of issues affecting the Agency.					
Community Relations. Skilled in representing Agency policies to other agencies, the public, and news media.					
Community and professional reputation. Is regarded as a person of high integrity and ability for the agency.					
Decisiveness. Is able to reach timely decisions and initiate action, but is not impulsive.					
Execution of Policy. Understands and complies with the policies and objectives of the organization. Efforts lead to successful accomplishment of goals.					
Expertise and knowledge of transportation issues.					
Imagination. Shows originality in approaching problems. Is able to visualize the implications of various approaches					
Non-political but understands and works effectively in the political arena.					
Leadership. Motivates others to maximum performance.					
Loyalty. Genuine interest in work, job and the agency. Concerned with agency's image and reputation.					
Personnel Development. Appoints and trains effective subordinates; retains excellent staff.					
Presents thoughts in an orderly, understandable manner.					
Responds quickly and effectively to requests from Board Members for information, advice, and service.					
Strategic Thinking. Thinks ahead on how the organization can best approach change.					
Unbiased. Takes a reasonable and rational viewpoint based on facts and qualified opinions.					
Written reports are clear, concise, and accurate.					

***NOTE: Please explain any rating of a "1" or a "2" in the comment section below, or use the space to provide any additional comments.**

General Comments:

Please provide specific comment:

(1) Leadership and management skills:

(2) Staff development:

(3) Reputation in the community:

(4) Reputation with Transportation Agency member agencies:

(5) Opportunities for development/ Recommendations for more emphasis or improvement

Overall Rating: (Consider all factors listed on page 1 in arriving at an overall rating.)

- ☐ Unsatisfactory, performance does not meet job requirements.
- ☐ Improvement needed, performance partially meets requirements of job.
- ☐ Satisfactory, performance adequately meets requirements of job.
- ☐ Good, performance generally meets or exceeds standards or expectations.
- ☐ Exceptional, performance is excellent, exceeding job requirements.

Signature: _____

Date: _____

Print Name: _____

Please complete and return evaluation to Chair via e-mail.armentafl@co.monterey.ca.us.

Thank you.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
PERFORMANCE EVALUATION OF
TAMC Counsel Kathryn Reimann

In evaluating the performance of Counsel, consider the factors below in arriving at your overall rating. Check the box in each category that you think best applies.

1 = Unsatisfactory, performance does not meet job requirements.

2 = Improvement needed, performance partially meets requirements of job.

3 = Satisfactory, performance adequately meets requirements of job.

4 = Good, performance generally meets or exceeds standards or expectations.

5 = Exceptional, performance is excellent, exceeding job requirements.

Dimension	1*	2*	3	4	5
Accessible to elected officials, staff and the public.					
Attitude. Is enthusiastic, cooperative, adaptive, energetic, willing to spend whatever time is necessary to do a good job.					
Communication. Keeps Board of Directors fully informed on legal issues affecting the Agency. Advises Board Members so that all actions are in accord with Agency By-laws, state and federal law.					
Conflict of interest. Keeps Board Members informed of any possible conflicts of interest.					
Decisiveness. Is able to reach timely decisions and initiate action, but is not impulsive.					
Execution of Policy. Understands and complies with the policies and objectives of the organization. Efforts lead to successful accomplishment of Board directives.					
Expertise and knowledge of legal issues.					
Imagination. Shows originality in approaching problems. Is able to visualize the implications of various approaches					
Non-political but understands and works effectively in the political arena.					
Loyalty. Genuine interest in work, job and the agency. Concerned with agency's image and reputation.					
Presents thoughts in an orderly, understandable manner.					
Unbiased. Takes a reasonable and rational viewpoint based on facts and qualified opinions.					
Quarterly written reports are clear, concise, and accurate.					

General Comments:

Please provide specific comment:

(1) Leadership and management skills:

(2) Knowledge of legal requirements affecting TAMC:

(3) Reputation in the community:

(4) Reputation with member agencies:

(5) Opportunities for development / Recommendations for more emphasis or improvement:

Overall Rating: (Consider all factors listed on page 1 in arriving at an overall rating.)

- ☐ Unsatisfactory, performance does not meet job requirements.
- ☐ Improvement needed, performance partially meets requirements of job.
- ☐ Satisfactory, performance adequately meets requirements of job.
- ☐ Good, performance generally meets or exceeds standards or expectations.
- ☐ Exceptional, performance is excellent, exceeding job requirements.

Signature: _____

Date: _____

Print Name: _____

**Please complete and return evaluation to Chair via e-mail.armentafl@co.monterey.ca.us.
Thank you.**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Grant Leonard, Transportation Planner
Meeting Date: June 1, 2016
Subject: Call Box Program Evaluation

RECOMMENDED ACTION

RECEIVE a presentation on the upcoming evaluation of the Monterey County Call Box Program.

SUMMARY

The Agency currently maintains a network of 190 active call boxes across Monterey County. The Agency will be evaluating the call box program in fiscal year 2016/17 to determine how to improve program efficiencies.

FINANCIAL IMPACT

While there are no direct financial impacts from this evaluation, the goal is to focus the program where call boxes are most needed and eliminate locations that are underutilized. These changes may have a financial impact, including a reduction in cost.

DISCUSSION

The Service Authority for Freeways Emergencies program provides free emergency telephone service at call boxes to stranded motorists. The Agency operates Monterey County's call box program in coordination with Caltrans and the California Highway Patrol. Call boxes enhance public safety and provide emergency roadside assistance to motorists, particularly in area with poor or no cell phone service.

There are currently 190 active call boxes in Monterey County. Call boxes are located along the following routes: State Route 1, State Route 68, State Route 156, US Highway 101, Jolon Road, Carmel Valley Road, and Arroyo Seco Road.

There are several issues facing the call box program in Monterey County, including:

- A reduction in call box usage in some areas of Monterey County.
- A need to upgrade call box sites to conform to current American with Disabilities Act (ADA) standards.
- The phasing out of 2G technology and the need to upgrade call boxes to 3G and 4G technology.

To address these issues and ensure an efficient use of resources, the Agency will evaluate call box usage from the previous three years to determine if there are opportunities to reduce the number of call boxes in Monterey County, thereby reducing program costs, as well as reduce the number of locations for ADA and 3G upgrades.

As part of the call box program evaluation and improvement plan, the Agency plans to:

June - August

- Review best practices from other SAFE programs in California.
- Determine criteria for maintaining or removing call box locations.
- Review call box usage for the past three years.
- Prepare 2015-16 call box program annual report


September - November

- Coordinate with local jurisdictions about possible locations for call box removal or addition.
- Coordinate with Caltrans and the CHP about locations for call box removal or addition.
- Draft a recommended plan for call box program improvements.
- Seek Board, local agency and public comment on the improvement plan for the call box program.

December

- Ask the TAMC Board to approve the call box program improvement plan.

At this time, Agency staff welcomes comments and suggestions on the call box program evaluation.

Approved by: 
Debra L. Hale, Executive Director

Date Signed: May 23, 2016

Regular Agenda

Counsel Approval: N/A

Finance Approval: N/A



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Executive Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 1, 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

Assembly Bill 2730, authored by Assembly Member Alejo, is currently on the suspense file for the Assembly Appropriations Committee. The bill list has been updated. Staff will present a legislative update and updated bill list.

FINANCIAL IMPACT

If signed by the Governor, AB 2730 could direct millions of dollars to projects in the US 101 corridor.

DISCUSSION

Staff has been working with the legislature and stakeholder entities on AB 2730 (Alejo): Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties. **Attachment 1** is the bill analysis done by Appropriations Committee staff for the May 11 hearing. AB 2730 is currently on the suspense file, pending action on May 27. If it is taken off suspense, the bill would next go to the Assembly Floor.

Attachment 2 is a memo from Gus Khouri to the Central Coast Coalition on the Governor's May Revise budget and other state legislative issues. **Attachment 3** is the updated bill list as of May 23; changes from the list as presented at the May 25 TAMC meeting are marked by cross-out and underline. No new positions are recommended at this time. **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: May 27, 2016

Regular Agenda

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

Attachments:

1. AB 2730 Assembly Appropriations Committee Bill Analysis
2. Gus Khouri Memo: "State Legislative Update – Governor's May Revise"
3. TAMC Bill List as of May 23, 2016
4. Final TAMC State Legislative Program, adopted January 27, 2016

Date of Hearing: May 11, 2016

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Lorena Gonzalez, Chair

AB 2730 (Alejo) – As Amended April 25, 2016

Policy Committee: Transportation

Vote: 9 - 2

Urgency: No

State Mandated Local Program: No

Reimbursable: No

SUMMARY:

This bill directs proceeds from the sale of surplus property originally purchased for the Prunedale Bypass (Monterey County) to the State Highway Account for highway projects in the State Highway 101 corridor within that county, and exempts these proceeds from the north/south split and county share formulas.

FISCAL EFFECT:

One-time revenue from the property sales, earmarked for projects on the State Highway 101. Caltrans indicates that there 112 parcels, totaling 304 acres, that would be disposed. The estimated value of these properties is between \$5 million and \$12 million. Absent this bill, these revenues would be deposited into the State Highway Account and allocated as per current law.

COMMENTS:

- 1) **Purpose.** The Prunedale Bypass, a project to re-route State Highway 101 around the community of Prunedale, has been on the books since the 1950s. In an effort to preserve right-of-way related to the planned project, Caltrans bought over 140 parcels totaling 353 acres. The Prunedale Bypass has since been abandoned and is no longer in the area's long-range plans.

In the meantime, the area has moved forward with incremental improvements to address growing congestion and safety concerns. The Prunedale Improvement Project is intended to improve safety along State Highway 101 and intersecting local roadways, improve traffic flow along the corridor, and improve accessibility to area homes, businesses, and services.

- 2) **Prior Legislation.** Like this bypass project, other projects in the state have similarly languished and left property unused for decades. In two recent cases, legislation similar to AB 2730 was enacted to facilitate the sale of the property and the return of the proceeds to the corridor for which the properties were originally purchased. SB 791 (Corbett), Chapter 705, Statutes of 2008, authorized the use of revenues from sales of excess properties for projects in a local alternative transportation improvement program that replaced the long-planned Hayward Bypass on State Route (SR) 238 and improvements to SR 84 in Alameda County. SB 416 (Liu), Chapter 468, Statutes of 2013, directed the revenue from the sale of surplus properties in the SR 710 corridor in Los Angeles County to local transportation improvements.



May 13, 2016

TO: Members, Central Coast Coalition
FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – GOVERNOR’S MAY REVISE

On May 13, Governor Brown released the May Revision to the FY 2016-17 State Budget. Since the release of the FY 2016-17 State Budget, revenues have decreased by \$1.9 billion. This reduction is attributable to poor April tax receipts and new obligations such as a managed care organization package to solidify funding for Medi-Cal, additional funding to developmental disabilities, and the passage of legislation to increase the minimum wage, which will cost \$39 million in the fiscal year and as much as \$3.4 billion prospectively. Barring any significant changes, the budget over the next two years is in balance. Proposition 2’s required contributions to debt payment has reduced the Rainy Day Fund by \$1.6 billion since January, leaving only 54% of the target amount in the fund.

In the coming years, the state’s commitments will exceed expected revenues. By FY 2019-20, the annual shortfall between spending and revenues is forecast to be over \$4 billion. This shortfall does not take into account the likelihood of an economy slowdown or recession. An emerging shortfall is largely – but not entirely – due to the expiration of the temporary taxes imposed under Proposition 30. Voters will be able to consider a 12-year extension of Proposition 30 extension this November. Even assuming passage, the longer-term budget outlook would be barely balanced. This is due to an unemployment rate that remains at 5% and an economy that will grow at a slower pace (2.5%). If an extension is not approved, additional cuts will have to be made.

Impact on Transportation

Governor Brown restates his plan that was proposed in the January Budget. We have previously reported on the elements of his proposal. Below is a summary of the details:

- **Road Improvement Charge**—\$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.

- **Stabilize Gasoline Excise Tax** — \$500 million by setting the gasoline excise tax beginning in FY 2017-18 at the historical average of 18 cents and eliminating the current annual adjustments made by the Board of Equalization. There would also be annual adjustment to account for inflation and maintaining purchasing power.
- **Diesel Excise Tax**—\$500 million from an 11-cent increase in the diesel excise tax beginning in FY 2017-18. This tax would also be adjusted annually for inflation to maintain purchasing power.
- **Cap and Trade**—\$500 million in additional Cap and Trade proceeds.
- **Caltrans Efficiencies** — \$100 million in cost-saving reforms.
- **Accelerated Loan Repayments** — \$879 million in loan repayments over the next four years to be used for the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system. The Legislature has already adopted the first year's repayment of \$173 million.

Over the next ten years, the \$36 billion transportation package will provide \$16.2 billion for highway repairs and maintenance, and invest \$2.3 billion in the state's trade corridors. Local roads will receive more than \$13.5 billion in new funding. Transit and intercity rail will receive over \$4 billion in additional funding. Since disadvantaged communities are often located in areas affected by poor air quality, a minimum of \$2 billion (50 percent) of these transit and rail funds is proposed by the Governor to be spent on projects that benefit these communities.

In addition to accelerated loan repayments of \$173 million already adopted by the Legislature, \$1.6 billion in partial resources are available and will be distributed as follows:

- **Local Streets and Roads**—An increase of \$342 million in shared revenues to be allocated by the Controller to cities and counties for local road maintenance according to existing statutory formulas.
- **Low Carbon Road Program** — \$100 million Cap and Trade for Caltrans to implement a new Low Carbon Road Program for local projects that encourage active transportation such as bicycling and walking, and other carbon reducing road improvements, with at least 50 percent being directed towards disadvantaged communities.
- **Transit and Intercity Rail Capital Program**—An increase of \$400 million Cap and Trade for transit capital investments that provide greenhouse gas reductions, with at least 50 percent of the funds directed to benefit disadvantaged communities.

- **Highway Repairs and Maintenance**—An increase of \$510 million for Caltrans to fund repairs and maintenance on the state highway system.
- **Trade Corridor Improvements**—An increase of \$200 million for Caltrans to fund projects along the state’s major trade corridors, providing ongoing funding for a program originally established with \$2 billion in one-time Proposition 1B bond funding. Trade corridors will also receive additional federal funding as described in the next section.

The May Revise also acknowledges the need to stabilize the price-based portion of the gas tax, which is subject to volatility, and has resulted in the California Transportation Commission’s (CTC) recommendation to deprogram over \$754 million in State Transportation Improvement Program projects.

Federal Funds

The new Fixing America’s Surface Transportation (FAST) Act provides a five-year federal authorization of highway, transit, safety, and rail programs. The FAST Act allocates \$582 million over the five-year period to California through the new National Highway Freight Program funding formula. Additionally, California is eligible to receive to receive a portion of \$900 million annually from the Fostering Advancements in Shipping and Transportation of the Long-term Achievement of National Efficiencies (FASTLANE) competitive grants. FASTLANE grants can also be applied to up to 60 percent National Significant Freight and Highway Program costs, with the remaining funds from state, local, or other federal fund sources.

The May Revise provides language that makes other state and federal funding available as a match for the remaining 40 percent. Caltrans proposes expending the formula funding pursuant to the Trade Corridor Improvement Fund guidelines. The CTC will allocate half of the funding to corridor-based projects proposed by local agencies and the other half to projects of statewide significance as proposed by Caltrans.

**TAMC Bill List
May 23, 2016**

Assembly bills

AB 1364 (Linder) California Transportation Commission

Introduced: 2/27/2015

Status: 2/4/2016-Referred to Senate Transportation & Housing and Governmental Organization

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

Priority: N/A - CTC

Position: SUPPORT (Letter sent 3/28/16)

AB 1505 (Hernandez): Statute of limitations: public contracts

Introduced: 3/4/15

Last Amended: 7/13/15

Status: 1/28/16: Referred to Senate Public Safety; set for hearing on 6/14

Summary: Increases the Statute of Limitations from 1 to 3 years for a violation of the Public Contract Code, regarding breaking up contracts into smaller pieces to avoid bidding.

Priority: N/A

Position: Watch

AB 1550 (Gomez) Greenhouse gases: investment plan: disadvantaged communities

Introduced: 1/4/2016

Last Amended: 4/11/2016

Status: 05/11/2016 - Referred to Appropriations suspense file

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 instead requires the investment plan to allocate a minimum of 25% to projects located within disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.

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

Last Amended: 3/28/2016

Status: 4/14/2016-Referred to Budget

Summary: Appropriates \$800 million from the Greenhouse Gas Reduction Fund for the 2016–17 fiscal year to various state agencies in specified amounts for various purposes including low carbon transportation and infrastructure, clean energy communities, 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

Last Amended: 3/28/2016

Status: DEAD 4/22/2016-Failed Deadline pursuant to Joint Rule 61

Summary: Exempts 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.

AB 1591 (Frazier) Transportation funding

Introduced: 1/6/2016

Status: 2/1/2016-Referred to Transportation and Revenue & Taxation

Summary: Establishes the Road Maintenance and Rehabilitation program at \$4.57 billion annually, repays outstanding transportation loans at \$879 million (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 (Letter sent 3/28/16)

AB 1746 (Stone, Mark) Transit buses

Introduced: 2/2/2016

Last Amended: 3/30/2016

Status: 4/28/2016-Referred to Transportation & Housing

Summary: This bill extends to 7 additional transit operators the authority to operate transit buses on state highway shoulders.

Priority: 13S: transit bus on shoulder

Position: SUPPORT (letter sent 5/3/16)

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

Introduced: 2/8/2016

Last Amended: 5/2/2016

Status: 5/11/2016- Referred to Appropriations suspense file

Summary: Requires the Greenhouse Gas Reduction Fund (GGRF) Investment Plan to allocate technical assistance and planning process funds to the California Environmental Protection Agency (CalEPA) to assist disadvantaged and low-income communities in developing GHG reduction project funding proposals.

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:** DEAD 5/6/16 Failed Deadline pursuant to Joint Rule 61

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 CTC 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.)

AB 1833 (Linder) Transportation projects: environmental mitigation**Introduced:** 2/9/2016**Last Amended:** 4/25/2016**Status:** 5/11/2016- Referred to Appropriations suspense file

Summary: Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects to accelerate project delivery. Any mitigation undertaken pursuant to this article shall meet or exceed the requirements of CEQA.

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**Last Amended:** 5/11/2016**Status:** 5/23/2016-Assembly third reading

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 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 increases 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:** DEAD 4/22/2016-Failed Deadline pursuant to Joint Rule 61

Summary: Requires the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the 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."

AB 1919 (Quirk) Local transportation authorities: bonds**Introduced:** 2/11/2016**Last Amended:** 4/4/2016**Status:** 5/19/2016-Referred to Senate Committee on Transportation & Housing

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 instead requires the 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 1982 (Bloom): California Transportation Commission: membership****Introduced:** 2/16/2016**Last Amended:** 4/12/2016**Status:** DEAD 4/22/16 Failed Deadline pursuant to Joint Rule 61

Summary: Expands the CTC membership of the commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including communities with diverse racial and ethnic populations and communities with low-income populations.

AB 2014 (Melendez) Freeway Service Patrol Program Assessment**Introduced:** 2/16/2016**Last Amended:** 4/13/2016**Status:** 5/4/2016- Referred to Appropriations suspense file

Summary: This bill would, by June 20, 2018, and every 5 years thereafter, require Caltrans to publish a statewide FSP Program Assessment that would identify, quantify, and analyze existing FSPs, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program. Requires the state budget to include a line item identifying the amount of local assistance moneys and state operations moneys that were provided in support of FSPs.

Priority: N/A – Freeway Service Patrol (FSP)**Position:** SUPPORT (letter sent 5/3/16)**AB 2087 (Levine): Regional conservation frameworks****Introduced:** 2/17/16**Last Amended:** 4/5/16**Status:** 5/18/2016- Referred to Appropriations suspense file

Summary: Would authorize the Department of Fish and Wildlife to approve regional conservation frameworks to guide conservation of natural resources and infrastructure planning. Once completed, projects that are consistent with the framework (at DFW's determination) shall be considered as mitigation for identified infrastructure projects.

Priority: N/A
Position: SUPPORT

AB 2090 (Alejo): Low Carbon Transit Operations Program

Introduced: 2/17/2016

Last Amended: 4/7/2016

Status: 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.

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 (LCTOP), 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 authorizes 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: SUPPORT (letter sent 5/3/16)

AB 2289 (Frazier): Department of Transportation: capital improvement projects

Introduced: 2/18/2016

Status: 5/5/2016-Referred to Com. on T. & H.

Summary: Adds operations to the list of capital improvements for the investment of SHOPP fund. The current provision of statute only applies to the “maintenance, safety, and rehabilitation” of the system.

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 2293 (Garcia, Cristina) ~~Greenhouse Gas Reduction Fund: California Green Business Program and Green Assistance Program~~

Introduced: 2/18/2016

Last Amended: 4/27/2016

Status: 5/18/2016-Referred to Appropriations suspense file

Summary: Establishes the Green Assistance Program within the CalEPA to be administered by the Secretary for Environmental Protection, to advise assist small businesses and small nonprofit organizations in applying for moneys from the Greenhouse Gas Reduction Fund programs using moneys from the fund. Establishes the California Green Business Program within the CalEPA to provide support and assistance to green business certification programs operated by local governments that certify small- and medium-sized businesses that voluntarily adopt environmentally preferable business practices.

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 funding: complete streets

Introduced: 2/18/2016

Last Amended: 4/5/2016

Status: DEAD 4/22/16 Failed Deadline pursuant to Joint Rule 61

Summary: Requires Caltrans to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas.

AB 2343 (Garcia, Cristina) Greenhouse Gas Reduction Fund: study

Introduced: 2/18/2016

Last Amended: 4/27/2016

Status: 5/11/2016- Referred to Appropriations suspense file

Summary: Existing law requires the DOF to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the fund. This bill would require the DOF to include additional data in that annual report.

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: DEAD 4/22/16 Failed Deadline pursuant to Joint Rule 61

Summary: Requires Caltrans to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where Caltrans contracts for state-funded intercity rail passenger service.

AB 2360 (Alejo) School buses: passing violations: automated video enforcement

Introduced: 2/18/2016

Last Amended: 4/13/2016

Status: DEAD 4/22/16 Failed Deadline pursuant to Joint Rule 61

Summary: Authorizes a school district to install and operate an automated schoolbus video enforcement system, for the purpose of enforcing the law which requires a vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation.

AB 2374 (Chiu) Construction Manager/General Contractor method: regional transportation agencies: ramps

Introduced: 2/18/2016

Status: 4/28/2016-Referred to Senate Transportation & Housing

Summary: Current law authorizes regional transportation agencies to use the Construction Manager/ General Contractor (CM/GC) project delivery method to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill authorizes regional transportation agencies to use this authority on ramps not on the state highway system.

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 5/3/16)

AB 2398 (Chau) Transportation: state highways

Introduced: 2/18/2016

Last Amended: 3/18/2016

Status: DEAD 4/22/16 Failed Deadline pursuant to Joint Rule 61

Summary: Requires the CTC to report on the number of selections, adoptions, and location determinations for state highways and the amount of moneys allocated for the construction, improvement, or maintenance of the highways.

AB 2411 (Frazier) Transportation revenues

Introduced: 2/19/2016

Status: 4/20/2016- Referred to Appropriations suspense file

Summary: Deletes the transfer of miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

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 2509 (Ting) Operation of bicycles: speed

Introduced: 2/19/2016

Last Amended: 4/6/2016

Status: 5/5/2016-Referred to Senate Transportation & Housing

Summary: Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. The bill expands the exceptions to riding as close as practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways.

Priority: 3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.

Position: Watch

AB 2542 (Gatto): Streets and highways: reversible lanes

Introduced: 2/19/2016

Last Amended: 3/15/2016

Status: 5/19/2016-Referred to Senate Transportation & Housing

Summary: Requires Caltrans or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the CTC for approval, to demonstrate that reversible lanes were considered for the project.

Priority: N/A

Position: Watch

AB 2708 (Daly) Department of Transportation: Lean 6-SIGMA program

Introduced: 2/19/2016

Last Amended: 3/18/2016

Status: 4/27/2016- Referred to Appropriations suspense file

Summary: Requires Caltrans to conduct a study to assess the implementation of the Lean 6-SIGMA program, to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.

Priority: N/A

Position: Watch

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

Introduced: 2/19/2016

Last Amended: 4/25/16

Status: 5/11/2016- Referred to Appropriations suspense file

Summary: Requires the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the CTC, with the concurrence of TAMC, to other transportation state highway projects in the State Highway Route 101 corridor in that county. Exempts 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 (Letter sent 3/1/16)

AB 2742 (Nazarian) Transportation projects: comprehensive development lease agreements

Introduced: 2/19/2016

Status: 4/27/2016- Referred to Appropriations suspense file

Summary: Extends public-private partnership authority to January 1, 2030.

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 3/28/16)

AB 2783 (Garcia, Eduardo) Affordable Housing and Sustainable Communities Program

Introduced: 2/19/2016

Last Amended: 4/25/2016

Status: 5/19/2016 – In Assembly, read second time. Ordered to Consent Calendar

Summary: Current law requires the Strategic Growth Council (SGC) to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill requires the SGC to revise consider revisions to the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area and to provide a written explanation by March 1, 2017, if the council will not make the revisions.

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 2796 (Bloom) Active Transportation Program**Introduced:** 2/19/2016**Last Amended:** 4/4/2016**Status:** 4/27/2016- Referred to Appropriations suspense file

Summary: Current law creates the Active Transportation Program (ATP) in Caltrans for the purpose of encouraging increased use of active modes of transportation. Current law requires the CTC to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations (MPOs), with the funds available for distribution by each MPO based on its relative population. This bill requires a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.

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**Assembly bills in the special session****ABX1-1 (Alejo): Transportation funding****Introduced:** 6/23/15**Status:** 6/24/15-From printer

Summary: 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, requires 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: Extends Caltrans authorization to enter into Public-Private Partnerships indefinitely and includes 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 Rules

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.

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 9/9/15)

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 (TIRCP), and 10% of those annual proceeds to the LCTOP.

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 9/9/15)

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.**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 9/9/15)****ABX1-19 (Linder) California Transportation Commission****Introduced:** 9/1/15**Status:** From printer**Summary:** This bill excludes the CTC from CalSTA and establishes it as an entity in the state government.**Priority: NA – CTC****Position: Watch****Senate bills****SB 247 (Lara): Charter bus transportation: safety improvements****Introduced:** 2/18/2015**Last Amended:** 1/26/2016**Status:** 4/28/2016-Referred to Senate Transportation**Summary:** Requires a charter-party carrier of passengers engaged in charter bus transportation to ensure that the driver of a charter bus provides oral and written instructions to all passengers on the safety equipment and emergency exits on the vehicle prior to the beginning of any trip and that the charter bus is equipped with specified safety equipment. Requires those vehicles manufactured after July 1, 2017, to be equipped with a secondary door for use as an additional emergency exit.**Priority: N/A – concern that, as written, would apply to intercity buses****Position: Watch****SB 321 (Beall) Motor vehicle fuel taxes: rates: adjustments****Introduced:** 2/23/15**Last Amended:** 8/18/15**Status:** 5/23/16: Sen inactive file - Senate bills**Summary:** Modifies the method by which the State Board of Equalization (BOE) annually adjusts the motor vehicle "fuel tax swap" rate to take into account a five-year average of fuel prices, thereby smoothing perceived revenue volatility.**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 4/17/15)**

SB 824 (Beall) Low Carbon Transit Operations Program**Introduced:** 1/7/2016**Last Amended:** 4/11/2016**Status:** 5/9/2016-May 9 hearing: placed on Appropriations suspense file

Summary: Authorizes the ARB to allow a transit agency that does not submit a project for funding under the LCTOP program in a particular fiscal year to retain its funding for expenditure in a subsequent fiscal year. Allows a transit agency to loan or transfer its funding share in any particular fiscal year to another transit agency within the same region, to pool its funding share with those of other 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~~ any eligible expenditures under the program for which Caltrans has authorized a disbursement of funds, and if granted, would allow the transit agency to expend its own moneys and to be eligible for future reimbursement.

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 885 (Wolk) Construction contracts: indemnity****Introduced:** 1/19/2016**Last Amended:** 5/10/2016**Status:** 5/10/2016-Read second time and amended. Ordered to third reading.

Summary: Specifies with certain exceptions for construction contracts that a design professional only has the duty to defend claims that arise out of negligence, recklessness, or willful misconduct of the design professional. Prohibits waiver of these provisions and provides that any clause, covenant, or agreement contained in, collateral to, or affecting in a contract that requires a design professional to defend claims or lawsuits against other persons or entities is void and unenforceable.

Priority: N/A - Contracting**Position:** Watch**SB 901 (Bates) Transportation projects: Advanced Mitigation Program****Introduced:** 1/21/2016**Status:** DEAD 4/22/16 Failed Deadline pursuant to Joint Rule 61

Summary: Creates the Advanced Mitigation Program in Caltrans to implement environmental mitigation measures in advance of future transportation projects. Requires Caltrans to set aside certain amounts of future appropriations for this purpose.

SB 902 (Cannella) Department of Transportation: environmental review process: federal program**Introduced:** 1/21/2016**Status:** 2/4/2016-Referred to Transportation & Housing

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

Priority: N/A – NEPA delegation authority**Position:** SUPPORT (Letter sent 3/28/16)

SB 903 (Nguyen) Transportation funds: loan repayment

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Transportation & Housing

Summary: Acknowledges, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and requires this amount to be repaid 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: SUPPORT (Letter sent 3/28/16)

SB 1066 (Beall) Transportation funds: fund estimates

Introduced: 2/16/2016

Status: 5/9/2016-Referred to Senate Transportation

Summary: Current law requires Caltrans to submit to the CTC 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 CTC to adopt a fund estimate in that regard. This bill requires the fund estimates prepared by Caltrans and the CTC 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

Last Amended: 4/5/2016

Status: DEAD 4/22/2016-Failed Deadline pursuant to Joint Rule 61

Summary: Requires 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.

SB 1170 (Wiechowski): Public contracts: water pollution prevention plans: delegation

Introduced: 2/18/16

Last Amended: 4/6/2016

Status: 5/13/2016-Set for hearing, Senate Appropriations, 5/23

Summary: Prohibits public agencies from requiring a contractor to prepare or assume responsibility for certain plans that prevent stormwater runoff from construction sites.

Priority: 11S

Position: OPPOSE (letter sent 5/3/16)

SB 1197 (Cannella) Intercity rail corridors: extensions

Introduced: 2/18/2016

Status: DEAD 4/22/2016-Failed Deadline pursuant to Joint Rule 61

Summary: Existing law defines the boundaries of 3 state-supported intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint

powers board. This bill authorizes the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill requires a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then requires 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 (Letter sent 3/3/16)

SB 1279 (Hancock): California Transportation Commission: funding prohibition: coal shipment

Introduced: 2/19/16

Last Amended: 4/26/2016

Status: 5/16/2016-Placed on Appropriations suspense file

Summary: Prohibits the CTC from programming or allocating funds for any newly proposed port facility project located in or adjacent to a disadvantaged community which ~~exports or proposes to export coal from California~~ proposes to allow or facilitate the handling, storage, or transportation of coal in bulk. Bill has the potential for stopping state infrastructure investment in or near ports, including access to ports via rail lines and highways.

Priority: N/A

Position: Watch

SB 1320 (Runner) California Transportation Commission

Introduced: 2/19/2016

Status: DEAD 4/22/2016-Failed Deadline pursuant to Joint Rule 61

Summary: Excludes the CTC from CalSTA, establish it as an entity in state government, and require it to act in an independent oversight role.

SB 1383 (Lara): Short-lived climate pollutants

Introduced: 2/19/16

Last Amended: 4/12/2016

Status: 5/2/2016-May 2 hearing: Placed on APPR. suspense file.

Summary: Would require the CARB to no later than January 1, 2018 approve and begin implementing a comprehensive strategy to reduce emission of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40% and anthropogenic black carbon by 50% by 2030.

Priority: N/A

Position: Watch

Senate bills in the special session

SBX1-1 (Beall): Transportation funding: environmental mitigation: oversight

Introduced: 6/22/15

Last Amended: 4/21/16

Status: 4/21/16- Read second time and amended. Referred to Appropriations

Summary: 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, 2016. 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 and the percentage change in the fuel efficiency of the state motor vehicle fleet. Doubles percentage of greenhouse gas fund proceeds going to the Transit and Intercity Rail Capital Program from 10% to 20% and to the Low Carbon Transit Operations Program from 5% to 10%. Requires the High Speed Rail Authority to set aside \$550 million annually for connectivity projects. Extends CEQA mitigation for roadway maintenance projects to 2025. Establishes the Advance Transportation Project Mitigation Program to be administered and implemented by the Natural Resources Agency. Extends NEPA delegation authority indefinitely. Extends public private partnership authority indefinitely.

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 (Letters sent 6/29/15 & 5/9/16)

SBX1-2 (Huff): Greenhouse Gas Reduction Fund

Introduced: 6/30/15

Status: 9/1/15 - refer to 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: Spot bill re: 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: Spot bill re: 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- Referred to Appropriations

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. Restricts 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. Requires 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 Provides 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.

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 9/9/15)

SBX1 8 (Hill) Public transit: funding.

Introduced: 7/16/15

Status: 9/2/15- Referred to Appropriations

Summary: Appropriates 20% of Greenhouse Gas Reduction Fund (Cap and Trade) annual proceeds to the TTRCP, and 10% of those annual proceeds to the LCTOP. This represents a doubling of the current funding level for bus and rail transit from current levels, and comes from the currently "unallocated" share.

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 9/9/15)

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. Referred to Transportation and Infrastructure Development

Summary: 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 (Letter sent 9/9/15)

SBX1 12 (Runner) California Transportation Commission.

Introduced: 7/16/15

Last Amended: 8/20/15

Status: 8/20/15-Read second time and amended. Referred to Appropriations

Summary: Removes the CTC from CalSTA, reestablishes it as an independent entity in state government, and allows it to again act in an independent oversight role.

Priority: NA – CTC

Position: SUPPORT (Letter sent 9/9/15)

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.

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 9/9/15)

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

Introduced: 6/19/15

Status: 9/9/15 - refer to Appropriations

Summary: Prohibits 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. Provides 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.