



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

**EXECUTIVE COMMITTEE**

*Members are: Robert Huitt (Chair), Luis Alejo (1st Vice Chair), Ed Smith (2nd Vice Chair), John Phillips (Past Chair), Mary Adams (County Representative), Mike LeBarre (City Representative)*

**Wednesday, March 6, 2019  
Transportation Agency Conference Room  
55-B Plaza Circle, Salinas**

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

**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 listed 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** Executive Committee draft minutes of February 6, 2019.

**- Rodriguez**

**END OF CONSENT AGENDA**

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4. **RECEIVE** update on state and federal legislative activities and **RECOMMEND** the Board adopt positions on legislation.

**- Watson**

*Staff will present a legislative update and a bill list for consideration and recommendation to the Board.*

5. **TAKE** Executive Committee Photo.

**- Rodriguez**

6. **RECEIVE** report on draft TAMC Board meeting agenda of March 27, 2019.

**- Hale**

7. **ANNOUNCEMENTS**

8. **ADJOURN**

**Next Executive Committee meeting is:**

**Wednesday, April 3, 2019**

**There will be no Executive Committee meeting in December.**

**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**

**CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** March 6, 2019  
**Subject:** **Executive Draft Minutes of February 6, 2019**

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**RECOMMENDED ACTION:**

**APPROVE** Executive Committee draft minutes of February 6, 2019.

**ATTACHMENTS:**

- ▣ Executive Committee Draft Minutes of February 6, 2019

**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: Robert Huitt (Chair),  
Luis Alejo (1<sup>st</sup> Vice Chair), Ed Smith (2<sup>nd</sup> Vice Chair),  
John Phillips (Past Chair),  
Mary Adams (County representative), Michael LeBarre (City representative)*

**Wednesday, February 6, 2019**

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

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

<b>EXECUTIVE COMMITTEE</b>	<b>JUN 18</b>	<b>AUG 18</b>	<b>SEPT 18</b>	<b>OCT 18</b>	<b>NOV 18</b>	<b>JAN 19</b>	<b>FEB 19</b>	<b>MAR 19</b>	<b>APR 19</b>	<b>MAY 19</b>	<b>JUN 19</b>
Luis Alejo, <b>1<sup>st</sup> Vice Chair</b> Supr. Dist. 1 (L. Gonzales)	P(A)	P	P	P(A)	P(A)	P(A)	P				
Michael LeBarre, <b>City Representative</b> King City (C. DeLeon)	P	P	P	E	P	P	P				
Robert Huitt, <b>Chair</b> Pacific Grove (D. Gho)	P(A)	P	P	P	P	P	P				
John Phillips, <b>Past Chair</b> Supr. Dist. 2 (J. Stratton)	P	P(A)	P	P	P	P	P				
Mary Adams, <b>County Representative</b> Supr. Dist. 5 (Y. Anderson)	P	P(A)	P	P	P		P				
Ed Smith, <b>2<sup>nd</sup> Vice Chair</b> Monterey (A. Renny)	E	P	P	P	E	P	E				

- 1. CALL TO ORDER:** Chair Huitt called the meeting to order at 9:00 a.m. He welcomed new appointed Committee members Adams and LeBarre. Alternate Linda Gonzales represented Supervisor Alejo until he arrived; Committee members Alejo and Phillips arrived after the consent agenda was approved.

Staff present: Goel, Hale, Muck, Rodriguez, Watson and Zeller.  
Others present: Agency Counsel Kay Reimann.

- 2. PUBLIC COMMENTS:** None.

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### **3. CONSENT AGENDA:**

On a motion by Committee alternate Gonzales and seconded by Chair Huitt, the committee voted 2-0 to approve the consent agenda, with Adams and LeBarre abstaining.

- 3.1** Approved minutes from the Executive Committee meeting of January 9, 2019.

### **END OF CONSENT**

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### **4. DRAFT OVERALL WORK PROGRAM AND BUDGET**

On a motion by Committee member Alejo and seconded by Phillips, the committee voted 5-0 to recommend that the Board:

1. Authorize Executive Director to submit the draft fiscal year 19/20 budget and Overall Work Program to federal and state funding agencies for initial review; and
2. Recommend that the Board provide direction and guidance to staff on the three-year budget for fiscal years 19/20 through 21/22, and the Overall Work Program for fiscal year 19/20; and
3. Recommend that the Board Direct the Executive Director to bring the final three-year budget and one-year Overall Work Program back to the Board on May 22, 2019 for approval.

Todd Muck, Deputy Executive Director reported how the Overall Work Program and Budget reflect each other. The Work Program describes the activities to be accomplished during the fiscal year starting July 1, 2019 and ending June 30, 2020. He noted that Overall Work Program is broken into 30 elements, half of them standard every year, while the other half are related to long- or short-term projects. New items for 2019/20 include initiation of the Regional Conservation Investment Strategy and implementation of a new Active Transportation Program traffic gardens program. He provided a brief update on the SR 156 – Castroville Blvd interchange and SR 68 corridor projects.

Rita Goel, Director Finance & Administration, presented the draft budget for the three-year period from July 1, 2019 to June 30, 2022. She reported that the Agency budget is funded by federal, state, and local funds, including 1% revenues for Measure X administration (since November 2016). The Agency Budget separates expenditures into two parts: operating and direct programs. The operating expenditures includes salaries and benefits, materials and supplies, and equipment. The direct program expenditures include project specific delivery, outside consultants, and contracts. She noted that the Agency expects to have enough revenues and reserves to cover operations and the planned activities in the proposed Overall Work Program.

**5. TAMC DRAFT AGENDA FOR FEBRUARY 27, 2019**

Executive Director Hale reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of February 27, 2019. She noted that:

- The Board will begin the meeting with presentation to the Employee of the Quarter and recognition to Lynn Terry for ten years of service.
- The Board will hold a public hearing on Unmet Transit Needs
- The Board will hold a closed session regarding rail acquisition.
- The Board will be asked to authorize the Executive Director to submit the draft fiscal year 2019/20 budget and overall work program to state funding agencies for initial review

After review of the consent agenda, Committee members asked to move the action item on *Dockless Bike/Scooter Shared Mobility Program - Recommended Policies and Sample Ordinance* to the regular agenda. The Committee also agreed to keep the bylaws action item on the agenda rather than delaying it one month so that the Rail Policy Committee could review it, since all the RPC members sit on TAMC and were able to review the bylaws amendment at the Board meeting in January.

**6. ANNOUNCEMENTS**

None this month.

**7. ADJOURNMENT**

Chair Huitt adjourned the meeting at 10:03 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Executive Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** March 6, 2019  
**Subject:** State and Federal Legislative Updates

**RECOMMENDED ACTION:**

**RECEIVE** update on state and federal legislative activities and **RECOMMEND** the Board adopt positions on legislation.

**SUMMARY:**

Staff will present a legislative update and a bill list for consideration and recommendation to the Board.

**FINANCIAL IMPACT:**

Some of the bills on the draft list would have funding impacts on the agency if enacted.

**DISCUSSION:**

At the Federal level, Congress finally negotiated a budget for Federal Fiscal Year 2019, that the President signed on February 15, 2019, to fund the government through September 30, 2019. The funding for transportation includes \$49.3 billion for the Federal Highway Administration, \$13.4 billion for the Federal Transit Administration, \$2.9 billion for the Federal Railroad Administration, and \$900 million for the Better Utilizing Investments to Leverage Development (BUILD) program. The budget also requires that the US Department of Transportation issue grant awards expeditiously.

Meanwhile, in his "State of the State" address, Governor Newsom announced his intention to complete the portion of the High Speed Rail project in the Central Valley (Bakersfield to Merced) and the sections at the "bookends" known as "blended services" (Caltrain in the San Francisco Bay Area and Metrolink in Southern California). He also committed to improving project controls and oversight and completing the environmental work now underway. Staff will stay tuned as to how any change of direction may affect the TAMC rail projects.



Attached are a report on state legislative activities (**attachment 1**) and an updated bill list (**attachment 2**). Staff will present a verbal update at the meeting.

ATTACHMENTS:

- ▣ Khouri state report
- ▣ State bill list



February 21, 2019

TO: Transportation Agency for Monterey County Executive Committee

FROM: Gus Khouri, Principal, Khouri Consulting

**RE: STATE LEGISLATIVE UPDATE – FEBRUARY**

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Given that the bill introduction deadline is February 22, and most committee hearings will not commence until March, much of the conversation has centered on two topics: 1) the Governor's Budget proposal to tie affordable housing production to the receipt of transportation dollars and 2) attempts by the California Air resources Board (CARB) to influence the decision making of the California Transportation Commission (CTC) to make funding allocations based on reducing greenhouse gas emissions.

### **Tightening the Nexus Between Affordable Housing and Transportation Funding**

Governor Newsom proposed that the state would strongly encourage jurisdictions to contribute to their fair share of the state's housing supply by linking housing production to certain transportation funds and other applicable sources. The Administration plans to convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other local government economic development tools to make progress toward required housing production goals.

### **CTC and CARB Collaboration To Reduce Greenhouse Gas Emissions**

Per Assembly Bill (AB) 179 of 2017, the CTC and CARB are required to convene a meeting twice a year to coordinate transportation policies, with a focus on reducing vehicle miles traveled and greenhouse gas emissions. A tension exists with transportation planning agencies who are being asked to go above and beyond to meet future emission reduction targets, despite not having purview over housing production or job creation location, while implementing voter-approved expenditure plans, such as Measure X. At the state level, there is also concern about the ability to implement SB 1 programs, which voters have overwhelmingly supported to be constitutionally protected (Proposition 22 of 2010, Proposition 69 of 2018) and continued for purposes of maintaining highway and local streets and roads infrastructure, easing congestion, and providing multimodal solutions (defeat of Proposition 6 in 2018).

## **Bills of interest**

1. **AB 628 (Caballero)** would reserve proceeds from the sale of any excess properties originally acquired by Caltrans for the Prunedale Bypass in Monterey County and require that the funds be used for other projects within Monterey County, such as for safety projects on US 101 or State Route 156. The item is in TAMC's adopted 2019 legislative program. The bill is a reintroduction of AB 696 (Caballero), which was vetoed by Governor Brown in 2017. This version also contains language requested by the City of Salinas to direct Caltrans to relinquish a section of State Route 183 to the City.  
**Recommended Position:** SPONSOR/SUPPORT
2. **AB 40 (Ting)** would require CARB to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state transition fully to zero-emission vehicles by 2040. The concern with this bill is that while it is an attempt to reduce greenhouse gas emissions (GHGs) from the transportation sector (nearly 40% of all GHGs), transportation funding is largely dependent on motor fuel consumption. Therefore, unless a successor funding mechanism is identified, transportation funding will be compromised.  
**Recommended Position:** OPPOSE unless amended
3. **AB 148 (Quirk Silva)** would require each Sustainable Communities Strategy (SCS) within a regional transportation plan to identify an 8-year projection of emergency shelters needed in the region. This provision is very specific to housing needs rather than transportation plans, and regional transportation plans are prepared by transportation agencies. It would be more appropriate to place an emergency housing projection in the city and county-prepared regional housing needs assessment and local housing elements.  
**Recommended Position:** OPPOSE
4. **AB 252 (Daly)**, sponsored by the Self-Help Counties Coalition, would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited.  
**Recommended Position:** SUPPORT
5. **AB 821 (O'Donnell)** would require the CTC to allocate not less than 10% of funds available in the Trade Corridor Enhancement Program to projects nominated by Caltrans for projects nominated to the California Port Efficiency Program. Since there are no ports in Monterey County, this bill would result in less available funding for our trade corridors (US 101, State Route 156).  
**Recommended Position:** OPPOSE
6. **AB 847 (Grayson)** would direct miscellaneous revenue (approximately \$80 million annually) from the State Highway Account to cities and counties certified by the Department of Housing and Community Development (HCD) to have met their very low-income housing goals or low-income housing goals. The bill would require the CTC to

amend its guidelines for the Active Transportation Program and Local Partnership Program and provide a 10% bonus to those jurisdictions determined by HCD to have met its moderate-income housing goals. This bill sets a precedent of shifting transportation funding away from cities and counties based on other goals, in this case, housing. In their rejection of Proposition 6, voters affirmed the funding formulas established by SB 1, which base transportation funding on population, rather than investment in housing projects

**Recommended Position:** OPPOSE

- 7. Senate Bill (SB) 127 (Weiner)** would establish a Division of Active Transportation Program and require investments from the State Highway Operations and Protection Program (SHOPP), traditionally a program directed at maintaining the state highway system, to fund bicycle and pedestrian programs.

**Recommended Position:** SUPPORT

- 8. SB 526 (Allen)** would require the CARB to adopt a regulation requiring Metropolitan Planning Organizations (MPOs) to determine if they will be on track to meet 2035 GHG targets. If an MPO is deemed to not be on course to meet its 2035 targets, the CTC would have to assign a lower priority to a project that increases vehicle miles traveled and GHG emissions. This bill could jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions.

**Recommended Position:** OPPOSE

**TAMC Bill Matrix – March 2019**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Position</b>
<b>AB 40 Ting</b> <b>Zero-Emission Vehicles</b>	1/24/19  Assembly Transportation Committee	This bill would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040. Transportation funding is dependent on motor fuel. The state would need to find an alternative method of funding transportation infrastructure if this bill were to be enacted.	<b>OPPOSE unless amended</b>  <b>Priority 1S</b>
<b>AB 148 Quirk Silva</b> <b>Regional Transportation Plans: housing needs</b>	1/24/19  Assembly Transportation Committee	This bill would require each Sustainable Communities Strategy (SCS) within a regional transportation plan to identify an 8-year projection of emergency shelters needed in the region. This provision is very specific to housing needs rather than transportation plans, and regional transportation plans are prepared by transportation agencies. It would be more appropriate to place an emergency housing projection in the city and county-prepared regional housing needs assessment and local housing elements.	<b>OPPOSE</b>  <b>Priority 1S</b>
<b>AB 252 Daly</b> <b>Environmental review: federal program</b>	1/23/19  Assembly Transportation Committee  Set for hearing on 3/11	This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited. The bill is sponsored by the Self-Help Counties Coalition (SHCC). TAMC supported the previous version, AB 28 (Frazier) in 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.	<b>SUPPORT</b>  <b>Priority 6S</b>
<b>AB 285 Friedman</b> <b>California Transportation Plan</b>	2/11/19  Assembly Transportation Committee	Under existing law, Caltrans is required to prepare the California Transportation Plan, which looks at the movement of goods and people and how the state will achieve greenhouse gas emission goals. This bill would require Caltrans to address in the California Transportation Plan how statewide greenhouse gas emission goals will be reduced by 2030 with carbon neutrality by 2045.	<b>Watch</b>  <b>Priority N/A</b>

**TAMC Bill Matrix – March 2019**

Measure	Status	Bill Summary	Position
<b>AB 821</b> <b>O'Donnell</b>  <b>Trade Corridor Enhancement Program Account</b>	2/20/19  Introduced	This bill would require the California Transportation Commission (CTC) to allocate not less than 10% of funds available in the Trade Corridor Enhancement Program to projects nominated by Caltrans for projects nominated to the California Port Efficiency Program. Since there are no ports in Monterey County, this bill would result in less available funding for our trade corridors (US 101, State Route 156).	<b>OPPOSE</b>  <b>Priority 1S</b>
<b>AB 847</b> <b>Grayson</b>  <b>Transportation Financing: housing</b>	2/20/19  Introduced	This bill would direct miscellaneous revenue (approximately \$80 million annually) from the State Highway Account to cities and counties certified by the Department of Housing and Community Development (HCD) to have met their very low-income housing goals or low-income housing goals. The bill would require the CTC to amend its guidelines for the Active Transportation Program and Local Partnership Program and provide a 10% bonus to those jurisdictions determined by HCD to have met its moderate-income housing goals. This bill sets a precedent of shifting transportation funding away from cities and counties based on other goals, in this case, housing. In their rejection of Proposition 6, voters affirmed the funding formulas established by SB 1, which base transportation funding on population, rather than investment in housing projects.	<b>OPPOSE</b>  <b>Priority 3S</b>
<b>AB 983</b> <b>Boerner-Horvath</b>  <b>Transportation Electrification: charging station locations</b>	2/21/19  Introduced	This bill would require an electric company to work with local agencies or regional planning agencies in its service territory to determine where to install new electric vehicle charging stations along local transit corridors. The bill would prioritize the installation of charging stations in disadvantaged communities. The requirement to prioritize installation of charging stations in disadvantaged communities may not best serve the transit corridor charging needs; the definition of disadvantaged communities may not correspond to low income neighborhoods or where the need for charging stations exists. The cost allocation methodology may not be in the best interest of the ratepayers. More information is needed.	<b>Watch</b>  <b>Priority N/A</b>

**TAMC Bill Matrix – March 2019**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Position</b>
<b>AB 1089 Stone</b>  <b>Local Transportation Fund</b>	2/21/19  Introduced	This is currently a “spot” bill that may be amended to make modifications to the Transportation Development Act in order to adjust the farebox recovery ratio requirement to allow transit operators flexibility in maintaining existing service.	<b>Watch</b>  <b>Priority 7S</b>
<b>AB 1142 Friedman</b>  <b>Transportation Pilots Projects: regional transportation plans</b>	2/21/19  Introduced	This bill would require the Strategic Growth Council, in consultation with CARB, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled, to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to CARB. The source of funding for this program is unclear.	<b>Watch</b>  <b>Priority 9S</b>
<b>SB 5 Beall</b>  <b>Local-State Sustainable Investment Incentive Program</b>	1/24/19  Senate Governance and Finance Committee	This bill would establish the Local-State Sustainable Investment Incentive Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply for funding for eligible projects include, among other things, construction of workforce and affordable housing, certain transit-oriented development, and “ projects promoting strong neighborhoods.” The source of funding for this program is unclear.	<b>Watch</b>  <b>Priority 8S</b>
<b>SB 43 Allen</b>  <b>Carbon Taxes</b>	2/12/19  Senate Environmental Quality Committee  Set for Hearing on 3/20	This bill would require the CARB, in consultation with the California Department of Tax and Fee Administration, to report to the Legislature on the feasibility and practicality of a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product, to encourage the use of less carbon-intensive products.	<b>Watch</b>  <b>Priority 1S</b>

**TAMC Bill Matrix – March 2019**

Measure	Status	Bill Summary	Position
<b>SB 50 Wiener</b>  <b>Planning and zoning: housing development: equitable communities incentive</b>	1/24/19  Senate Housing Committee	This bill would require a city, county, or city and county, to grant an “equitable communities incentive” for a job-rich housing project or a transit-rich housing project. The bill would require that a residential development eligible for an equitable communities incentive receive waivers on density and automobile parking requirements if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop.	<b>Watch</b>  <b>Priority 8S</b>
<b>SB 127 Weiner</b>  <b>Active Transportation Funding from highway state highway maintenance</b>	1/24/19  Senate Transportation Committee	This bill would establish a “Division of Active Transportation” within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters. The bill would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill would create an asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program (SHOPP) projects. The bill would require Caltrans to use 3% of SHOPP funds for bicycle and pedestrian facilities. The bill provides an opportunity to address multimodal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions such as TAMC are held to the same standards, but state highway projects do not always include active transportation features.	<b>SUPPORT</b>  <b>Priority 2S</b>



**TAMC Bill Matrix – March 2019**

<b>Measure</b>	<b>Status</b>	<b>Bill Summary</b>	<b>Position</b>
<b>SB 526 Allen</b>  <b>Regional transportation plans: Greenhouse gas emission targets</b>	2/21/19  Introduced	This bill would require the CARB to adopt a regulation that requires a Metropolitan Planning Organization (MPO) to provide any data that CARB requests to determine if the MPO is on track to meet its 2035 greenhouse gas emission reduction target. If the state board determines that the MPO is not on track to meet its 2035 greenhouse gas emission reduction target, the bill would require the CTC to assign a lower priority to a project that increases vehicle miles traveled and greenhouse gas emissions. This bill could jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions.	<b>OPPOSE</b>  <b>Priority 3S</b>
<b>SB 628 Caballero</b>  <b>Prunedale Bypass</b>	2/21/19  Introduced	This bill, sponsored by TAMC, would reserve proceeds from the sale of any excess properties originally acquired by the Department of Transportation (Caltrans) for the Prunedale Bypass in Monterey County and require that the proceeds be used for other projects, including safety projects, on US 101 or Route 156 in Monterey County. The bill is a reintroduction of AB 696 (Caballero), which was vetoed by Governor Brown in 2017. This version also contains language requested by the City of Salinas to direct Caltrans to relinquish a section of State Route 183 to the City.	<b>SPONSOR/ SUPPORT</b>  <b>Priority 1S</b>