



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Federal and State Legislative Updates and State Bill Matrix

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVRTA) Board receive the monthly Federal and State Legislative updates, and act on new bills on the State Bill Matrix.

### **COMMITTEE RECOMMENDATION**

None

### **EXECUTIVE SUMMARY**

The Board will receive the Federal Transportation Legislative update (Attachment 1) provided by Van Scoyoc Associates, the State Legislative update (Attachment 2), and act on new bills included on the State Bill Matrix (Attachment 3).

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **SUPPORTING DOCUMENTS**

Attachments: (1) May 1, 2018 Federal Legislative Update (Van Scoyoc Associates)  
(2) May 1, 2018 State Legislative Update (Platinum Advisors)  
(3) May 1, 2018 State Bill Matrix (Platinum Advisors)



TO: Kate Miller, NVTA  
FROM: Steve Palmer, Channon Hanna, and David Haines  
DATE: May 1, 2018  
SUBJECT: Federal Legislative Update

The following is a summary of federal legislative activities related to transportation, housing, and environmental issues over the last month.

### **Legislative Action**

***Rail Safety Data.*** On April 10, the House of Representatives passed H.R. 4925, legislation requiring the Administrator of the Federal Railroad Administration (FRA) to implement certain recommendations for management and collection of railroad safety data. Upon House passage of the bill, it was sent to the Senate Committee on Commerce, Science, and Transportation for consideration in the Senate.

***DHS Authorization.*** On March 7, the Senate and Governmental Affairs Committee held a markup of H.R. 2825, the Department of Homeland Security (DHS) Authorization Act.

***EPA Deputy Administrator.*** On April 12, the Senate confirmed Andrew Wheeler to be Deputy Administrator of the Environmental Protection Agency (EPA). The Senate vote was 53-45 in favor of Wheeler to be Deputy Administrator.

***Revised FAA Reauthorization Bill.*** On April 13, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) released an updated FAA Reauthorization bill. The new version of the bill did not contain the controversial proposal to move the Air Traffic Control Organization out of FAA and to a new, private nonprofit organization. The new bill provides an authorization of FAA programs through FY 2023, but freezes the Airport Improvement Program (AIP) at \$3.35 billion a year.

***House Passage of FAA Reauthorization.*** On April 27, H.R. 4, the FAA Reauthorization, passed the House by a vote of 393-13. The House approved 105 amendments out of the 116 amendments considered. The bill authorizes the FAA through 2023.

### **Congressional Hearings**

***Clean Air Act.*** On April 10, the Senate Committee on Environment and Public Works Subcommittee on Clean Air and Nuclear Safety held a hearing on state perspectives of cooperative federalism under the Clean Air Act. Witnesses included California Secretary for Environmental Protection Matthew Rodriguez and representatives from Wyoming

Department of Environmental Quality, Kentucky Department for Environmental Protection, Texas Commission on Environmental Quality, and Delaware Department of Natural Resources and Environmental Control.

***FY 2019 DHS Budget.*** On April 11, the House Subcommittee on Homeland Security Appropriations held a hearing on the proposed Department of Homeland Security's FY 2019 budget. DHS Secretary Kirstjen Nielsen was the lone witness.

***FY 2019 DOT Budget.*** On April 11, the Senate Subcommittee on Transportation, Housing, and Urban Development held a hearing on the Department of Transportation's (DOT's) FY 2019 budget. DOT Secretary Elaine Chao was the sole witness at the hearing. Senators focused their questions on the Trump Administration policies regarding the Capital Investment Grant program, administered by the Federal Transit Administration (FTA).

***Rail Safety and Infrastructure.*** On April 11, the House Subcommittee on Transportation, Housing, and Urban Development Appropriations held a hearing entitled "FY 2019 Budget Rail Safety and Infrastructure: Stakeholder Perspectives". Witnesses included representatives from Amtrak, the Associations of Railroads, Drexel University, and Metra Commuter Rail.

***Utilizing Emissions with Technology.*** On April 11, the Senate Committee on Environment and Public Works held a hearing on S. 2602, the Utilizing Significant Emissions with Innovative Technologies Act (USE IT Act). The bill would support carbon dioxide utilization and direct air capture research to facilitate the permitting and development of carbon capture, utilization, and sequestration projects and carbon dioxide pipelines. Witnesses included Senator Heidi Heitkamp (D-ND) and representatives from University of Wyoming, Carbon Wrangler, Center for Carbon Removal, and University of Delaware.

***Federal Housing Finance Agency.*** The House Financial Services Committee's Subcommittee on Oversight and Investigations held a hearing to examine the Federal Housing Finance Agency's performance as the regulator of the government sponsored enterprises, which include Fannie Mae, Freddie Mac, and the Federal Home Loan Banks. In addition, the Subcommittee discussed FHFA's oversight and regulation of Fannie Mae and Freddie Mac since the conservatorship of these two enterprises in 2008. FHFA Inspector General Laura Wertheimer was the sole witness at the hearing.

***FY 2019 DOT Budget.*** On April 12, the House Subcommittee on Transportation, Housing, and Urban Development Appropriations held a hearing on President Trump's proposed FY 2019 budget for the DOT. DOT Secretary Elaine Chao was the sole witness at the hearing.

***FY 2019 TSA Budget.*** On April 12, the House Homeland Security Committee's Subcommittee on Transportation and Protective Security held a hearing on the FY 2019 budget proposal for the Transportation Security Administration (TSA). Witnesses

included TSA Administrator David Pekoske, along with representatives from the Airports Council International and the American Federation of Government Employees.

***Housing Choice Voucher Program.*** On April 17, the House Financial Services Committee's Subcommittee on Housing and Insurance held a hearing to review legislative proposals on the Housing Choice Voucher Program. Specifically, the hearing focused on how the proposals could improve mobility among families, foster kids and those individuals recovering from opioid addiction. The following bills were considered during the hearing: the Housing Choice Voucher Mobility Demonstration Act of 2018; the Transitional Housing for Opioid Recovery Demonstration Program Act of 2018; and the amended version of H.R. 2069, the Fostering Stable Housing Opportunities Act of 2018. Witnesses included representatives from the National Center for Housing & Child Welfare, Pennsylvania Department of Human Services, Foundation for Affordable Housing in Kentucky, and the Center for Budget & Policy Priorities.

***Implementation of the Surface Transportation Board Reauthorization.*** On April 17, the House Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing to examine the implementation of the Surface Transportation Board Reauthorization of 2015. Witnesses included the Chair and Vice Chair of the Surface Transportation Board.

***FY 2019 HUD Budget.*** On April 18, the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a hearing on the FY 2019 budget proposal for the Department of Housing and Urban Development (HUD). HUD Secretary Ben Carson was the sole witness at the hearing.

***THUD FY 2019 Member Day.*** On April 18, the House Appropriations Subcommittee on Transportation, Housing and Urban Development held a hearing to take testimony from Members of Congress on the agencies and programs under the jurisdiction of the Subcommittee.

***FTA and HUD Nominations.*** On April 17, the Senate Banking, Housing, and Urban Affairs Committee held a hearing on three nominations, including The Honorable Thelma Drake, to be the Administrator for the Federal Transit Administration, and Seth Appleton, to be Assistant Secretary for Policy Development and Research.

***HUD's Role in Rental Assistance.*** On April 25, the House Committee on Financial Services' Subcommittee on Housing and Insurance held a hearing to examine the U.S. Department of Housing and Urban Development's main rental assistance programs, which includes Housing Choice Vouchers, Project-Based Rental Assistance, Public Housing, and Housing for the Elderly and Persons with Disabilities. During the hearing, the Subcommittee also reviewed the Promoting Resident Opportunity through Rent Reform Act. Witnesses included representatives from California Housing Commission, Center on Budget and Policy Priorities, Florida Housing Authority, and the National Association of Housing and Redevelopment Officials.

***FY 2019 FTA, FHWA & MARAD Budget.*** On April 26, House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a hearing on the FY 2019 budget proposal for the Federal Transit Administration, the Federal Highway Administration, and the U.S. Maritime Administration. Witnesses included the following individuals: Jane Williams, FTA Acting Administrator; Brandye Hendrickson, Federal Highway Administration (FHWA) Acting Administrator; U.S. Maritime Administration Administrator Mark Buzby.

***FY 2019 DHS Budget.*** On April 26, the House Homeland Security Committee held a hearing to examine the FY 2019 budget request for the Department of Homeland Security. DHS Secretary Kirstjen Nielsen testified at the hearing.

***FY 2019 EPA Budget.*** On April 26, the House Committee on Energy and Commerce's Subcommittee on Environment held a hearing to examine the FY 2019 budget request for the Environmental Protection Agency. EPA Administrator Scott Pruitt was the sole witness to testify at the hearing.

### **Executive Branch**

***Civil Monetary Penalty Adjustments for Inflation.*** On April 2, DHS posted a final rule making the 2018 annual adjustment to its civil monetary penalties. New penalty amounts will be effective for penalties assessed after April 2, 2018 for violations that occurred after November 2, 2015.

***Federal Housing Finance Agency NPRM.*** On April 3, FHFA proposed to repeal two parts of the Federal Housing Finance Board regulations, one of which defines terms used in Finance Board regulations and one of which describes the process by which the Finance Board conducted its monthly interest rate survey (MIRS). Written comments on the proposed rulemaking must be received on or before May 18, 2018.

***WIFIA Availability.*** On April 4, the U.S. Environmental Protection Agency announced the availability of financing that could provide as much as \$5.5 billion in loans, which could leverage over \$11 billion in water infrastructure projects through the Water Infrastructure Finance Innovation Act (WIFIA) program. Prospective borrowers seeking WIFIA credit assistance must submit a letter of interest by July 6, 2018.

***Bus and Bus Facilities Grants.*** On April 5, the Federal Transit Administration (FTA) announced the award of \$264 million in grants for 139 projects to improve bus and bus facilities. FTA received applications for 453 eligible projects totaling approximately \$2 billion in funding requests. The selected projects will receive a combination of FY 2017 and FY 2018 funds.

***One Federal Decision.*** On April 9, several federal agencies signed the One Federal Decision Memorandum of Understanding (MOU) which establishes a coordinated process for environmental reviews of major infrastructure projects. The MOU directs that one lead federal agency will be responsible for navigating each major infrastructure

project through the entire federal environmental review and federal permitting process. The MOU was signed by the Departments of the Interior, Agriculture, Commerce, Housing and Urban Development, Transportation, Energy, and Homeland Security, as well as, EPA, Army Corps of Engineers, Federal Energy Regulatory Commission, Advisory Council on Historic Preservation, and the Federal Permitting Improvement Steering Council.

**FTA Oversight through Guidance to States.** On April 9, the Government Accountability Office (GAO) released a report which found that FTA has made some progress implementing changes to the rail transit safety program; however, FTA has not provided all the necessary guidance and support to states' safety agencies to ensure they develop appropriate and effective rail transit safety inspection programs. GAO recommended that FTA (1) create a plan, with timeline, for developing risk-based inspection guidance for state safety agencies, and (2) develop and communicate a method for how FTA will monitor whether state safety agencies' enforcement practices are effective.

**EPA Assistant Administrator Nomination.** On April 9, President Trump nominated William McIntosh to be EPA Assistant Administrator. The nomination comes from the resignation of Michelle DePass. The nomination will next be considered by the Senate Committee on Environment and Public Works.

**HUD Disaster Funding.** On April 10, HUD announced the awarding of nearly \$28 billion to support long-term disaster recovery in hard-hit areas in California and other areas through the Community Development Block Grant – Disaster Recovery Program.

**Executive Order Review of Welfare Programs.** On April 10, President Trump signed an executive order that directs HUD, DOT, and several other agencies to review all regulations and guidance documents related to work requirements for federal public benefit programs, such as homelessness assistance programs and food stamps. The agencies were directed to submit a list of recommended regulatory and policy changes to OMB and the White House within 90 days of the executive order (early to mid-July).

**Draft Safety Advisory Related to Temporary Signal Suspensions.** On April 23, FRA posted a notice of the Agency's intent to issue a Safety Advisory addressing railroad operations under temporary signal suspensions. The Safety Advisory would identify existing industry best practices railroads utilize when implementing temporary signal suspensions and would recommend that railroads conducting rail operations under temporary signal suspensions develop and implement procedures and practices consistent with the identified best practices.

**NOFO Low-No Emission Grants.** On April 23, FTA announced the availability of \$84.45 million of FY 2018 funds for low or no emission vehicles as well as related equipment or facilities. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. Applications are due on June 18, 2018.

***Proposed Rent Reform.*** On April 25, HUD Secretary Ben Carson unveiled a package of reforms designed to offer Public Housing Authorities (PHAs), property owners, and HUD-assisted families a new set of rent structures. HUD is proposing a new structure of core rents. Under this core rent proposal, PHAs and owners would be required to verify income every three years rather than annually. HUD will also create a menu of 'choice rents' that PHAs and owners may implement for non-elderly/non-disabled households.

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May 1, 2018

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**Deadlines:** The last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house was April 27<sup>th</sup>. This was the first major deadline this year, other committee deadlines will fall in quick succession. The next major deadline is the House of Origin deadline on June 1<sup>st</sup>. This is when all bills introduced this year must be moved to the second house.

As for the budget, we anticipate the Governor will release of the May Revision on May 14<sup>th</sup>. This update to state revenues and new spending proposals from the Administration marks the end is near for the budget subcommittee hearings and a quick transition to the Budget Conference Committee reconciliation process.

**Tax Receipts:** The Department of Finance released its cash report covering the month of March. Revenues for the month of March exceeded the January 2018 forecast by \$706 million, and year to date revenues are \$3.3 billion above the forecast.

Because April is the most lucrative month for state income tax receipts, as in years past, the State Controller's office is providing a daily online tracker ([https://www.sco.ca.gov/2018\\_personal\\_income\\_tax\\_tracker.html](https://www.sco.ca.gov/2018_personal_income_tax_tracker.html)) for those who want to stay up-to-date. The funding target for is \$13.5 billion in income tax receipts. Based on the income tracker we are close to hitting that target. At the end of last week income tax receipts totaled \$13.4 billion, with one more day to go. One anomaly on the tracker is on April 26<sup>th</sup> where tax refunds exceeded tax receipts by \$306 million.

**SB 1 Repeal:** The repeal of SB 1 by a proposed Constitutional amendment initiative is heading toward the November 6<sup>th</sup> ballot. The deadline to submit at least 585,407 signatures is May 21<sup>st</sup>. The proponents have announced that they will be submitting over 940,000 signatures for verification this week.

SB 1 increased fuel taxes and vehicles fees and would invest \$5 billion annually into the maintenance of the state's transportation and transit system. The Constitutional amendment initiative would essentially repeal SB 1, and require voter approval of SB 1



and any future fuel tax or vehicle fee increase. Specifically, this initiative would require any fuel tax or vehicle fee imposed after January 1, 2017, to cease to be imposed unless and until it is approved by a majority of the electorate.

**Funding Announcement:** Last week the California State Transportation Agency (CalSTA) and the California Transportation Commission (CTC) announced awards for various SB 1 programs. CalSTA announced a multi-year award of Transit and Intercity Rail Capital Program (TIRCP) funds totaling \$4.3 billion.

In addition, the CTC staff released their funding recommendations for the Local Partnership competitive program, the Trade Corridor Enhancement Program, and the Solutions for Congested Corridor Program. The CTC is expected to adopt the staff recommendations at its meeting on May 16 & 17 in San Diego.

The complete list of awards can be found at the following links:

- Transit and Intercity Rail Capital Program

<https://calsta.ca.gov/wp-content/uploads/sites/12/2018/04/Transit-and-Intercity-Rail-Capital-Program-2018-Awards.pdf>

- Local Partnership Program

[http://www.catc.ca.gov/programs/sb1/lpp/docs/042518\\_2018\\_LPP-Competitive\\_Staff\\_Recommendations.pdf](http://www.catc.ca.gov/programs/sb1/lpp/docs/042518_2018_LPP-Competitive_Staff_Recommendations.pdf)

- Trade Corridor Enhancement Program

[http://www.catc.ca.gov/programs/sb1/tcep/docs/042518\\_2018\\_Trade\\_Corridor\\_Enhancement\\_Program-Staff\\_Recommendations.pdf](http://www.catc.ca.gov/programs/sb1/tcep/docs/042518_2018_Trade_Corridor_Enhancement_Program-Staff_Recommendations.pdf)

- Solutions for Congested Corridors Program

[http://www.catc.ca.gov/programs/sb1/sccp/docs/042518\\_2018\\_SCCP\\_Staff\\_Recommendations.pdf](http://www.catc.ca.gov/programs/sb1/sccp/docs/042518_2018_SCCP_Staff_Recommendations.pdf)

### **Legislation:**

**Traffic Lights:** As amended, Assemblyman Grayson's AB 2851 would require each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan. While the bill would appropriate \$2 million in cap & trade revenue in the 2020-21 fiscal year to assist with this effort, additional funding will be needed.

In addition to the MTC's Program for Arterial System Synchronization (PASS), AB 2851 would require each city in the MTC region to develop and implement a traffic signal optimization plan by July 1, 2020. These plans must include an estimate on the amount of GHG and other emissions that would be reduced through optimizing traffic signals, as

well as an estimate on the reduction in travel times. However, these requirements would not apply to state highways.

AB 2851 is currently in the Assembly Committee on Appropriations where it will likely be placed on the Suspense File due to the cap & trade appropriation and the costs associated with this mandate. While this bill might eventually be approved by the Appropriations Committee, it will likely be amended to remove the appropriations and somehow address the local mandate costs.

***Housing & Redevelopment:*** This year there have been several measures introduced focused on promoting housing development. Many of these bills incentivize the use of infill or transit oriented development, and others focus on financing these projects through of tax increment financing. This past week and next week is a pivotal time for passage of these measures.

- One of the most publicized proposals was SB 827 by Senator Wiener. This bill would establish incentives that would preempt local planning ordinances for building housing projects near transit. The bill was amended to include displacement restrictions, and efforts were made to tighten up the definitions used for high quality transit corridors and major transit stops. These changes did little to address the concerns expressed by construction unions, local governments, and environmental justice groups. SB 827 failed passage in the Senate Committee on Transportation & Housing on a 4-6 vote – seven affirmative votes are need for passage. While reconsideration was granted, the outcome is unlikely to change because time is running out to rewrite this proposal.
- Since the demise of redevelopment, there have been hopes of resurrecting it. While Governor Brown will not sign any new redevelopment proposal, two measures have been introduced to start the discussion. AB 1778 (Holden) would re-enact redevelopment provision for project areas that finance transit oriented development projects. The initial hearing for this bill was cancelled, indicating AB 1778 is dead.

Assemblyman David Chiu has amended AB 3037 to add redevelopment and tax increment financing back to the code books. AB 3037 was approved by the Assembly Housing Committee, which is chaired by Assemblyman Chiu, as well as the Assembly Committee on Local Government. The bill is currently pending in the Assembly Appropriations Committee. Since AB 3037 does not require consent from an affected taxing entity, opposition is growing from counties over this provision.

- Other housing bills pending include AB 2553 (Friedman), AB 2923 (Chiu), and AB 2372 (Gloria). AB 2553 would allow local governments to create a district and use the tax increment revenue to rebate the property tax payment on housing projects. The Assembly Housing Committee allowed testimony to be given on AB 2553, but no vote was taken and the bill was held in the Committee. AB 2923 was approved by the Assembly Local Government Committee and the

Assembly Natural Resources Committee. This bill directs BART to develop zoning standards for BART owned property that would preempt local standards. AB 2923 is also pending in the Assembly Appropriations Committee. AB 2372 is sponsored by the City of San Diego and allows local governments the option to grant density and other incentives for housing projects near major transit stops. AB 2372 is scheduled to be heard by the Assembly Local Government Committee on May 9<sup>th</sup>.



May 1, 2018

## New Positions

Bills	Subject	Status	Client - Position
<b><u>AB 2851</u></b> <b>(Grayson D)</b> Regional transportation plans: traffic signal optimization plans.	<p>AB 2851 would require each city within the jurisdiction of the Metropolitan Transportation Commission (MTC) to develop and implement a traffic signal optimization plan.</p> <p>Specifically, the bill would require each city in the MTC region to develop and implement a traffic signal optimization plan by July 1, 2020. These plans must include an estimate on the amount of GHG and other emissions that would be reduced through optimizing traffic signals.</p> <p>The bill appropriates \$2 million in cap &amp; trade funds to assist with cost of these plans. However, NVT A may want to seek amendments to provide adequate funding. In addition, given the reliance on state highways in Napa, amendments should also be made to require Caltrans to develop and implement an optimization plan.</p>	ASSEMBLY APPR.	RECOMMENDED POSITION – Support & Seek Amendments

## Existing Positions

Bills	Subject	Status	Client - Position
<b><u>AB 1</u></b> <b>(Frazier D)</b> Transportation funding.	AB 1 was Assemblyman Frazier's renewed effort to address the funding shortfall facing our transportation infrastructure. With that passage of SB1, this bill be will likely be used for another issue if it is moved forward.	ASSEMBLY TRANS  DEAD	SUPPORT

<b><u>AB 399</u></b> <b>(Grayson D)</b> Autonomous vehicles: Contra Costa Transportation Authority: pilot project.	<p>Last year, legislation was enacted to authorize the Contra Costa Transportation Authority to conduct a pilot project testing the use of autonomous vehicles on streets that are open to the public, but located within a private business park.</p> <p>AB 399 extends the sunset date on the authority for the pilot project to operate according to existing law, prior to the requirement to then comply with regulations being developed by the DMV. Currently, this pilot program must comply with the DMV regulations within 180 days of the operative date of the regulations. AB 399 extends this “phase-in” period to 12 months.</p>	ASSEMBLY 2 YEAR  DEAD	SUPPORT
<b><u>AB 1454</u></b> <b>(Bloom D)</b> Transportation projects: lease agreements.	<p>AB 1454 was amended to remove the language that deletes the sunset date on the authority for Caltrans and regional transportation agencies to enter into public private partnerships. As amended, the bill merely states that it is the intent of the Legislature to reestablish the public-private partnership process.</p> <p>AB 1454 has also not been set for hearing, and will not be moving forward.</p>	ASSEMBLY RULES COMMITTEE -- DEAD	SUPPORT
<b><u>AB 1759</u></b> <b>(McCarty D)</b> Public trust lands: City of Sacramento.	<p>AB 1759 has been gutted and amended to deal with a state tides land issue in the City of Sacramento.</p> <p>As introduced the bill would withhold a city’s or county’s share of local street and road maintenance funds if that city or county fails to meet its minimum housing production goals as certified by the Department of Housing and Community Development.</p>	ASSEMBLY NAT RES	WATCH
<b><u>AB 1866</u></b> <b>(Fong R)</b> Transportation funding.	<p>This new measure makes numerous changes to transportation funding programs. These changes largely reflect the transportation funding proposal pushed by the Assembly Republican Caucus last year.</p>	ASSEMBLY TRANS	WATCH

<b><u>AB 1901</u></b> <b><u>(Obernolte R)</u></b> California Environmental Quality Act: exemption: roadway projects.	This bill would extend to January 1, 2023, an existing CEQA exemption for counties or cities with a population of less than 100,000. The existing program provides a limited exemption from CEQA for maintenance projects within the existing right-of-way if specified conditions are met.	SENATE DESK	SUPPORT
<b><u>AB 3124</u></b> <b><u>(Bloom D)</u></b> Vehicles: length limitations: buses: bicycle transportation devices.	AB 3124 makes a small change with a big impact. This measure amends existing to authorizes an operator to equip a 60-foot articulated transit bus or trolley with a front-mounted bicycle rack that extends up to 40 inches from the front body of the bus when fully deployed and limits the handlebars of a bicycle that is being transported on such a rack from extending more than 46 inches from the front of the bus.	SENATE T & H	SUPPORT
<b><u>AB 3201</u></b> <b><u>(Daly D)</u></b> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	<p>The California Transit Association (CTA) is sponsoring AB 3201 in an effort to secure a funding stream to transition to zero emission transit buses.</p> <p>AB 3201 as currently drafted would amend the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Program) to require CARB to establish a funding program for large-scale deployments that meet current and future regulatory obligations. The bill would also clarify that infrastructure needs are also an eligible expense. While the content of AB 3201 will evolve, the intent of this bill is to create a dedicated funding stream to assist transit operators in transitioning to zero emission fleets.</p>	ASSEMBLY APPR	SUPPORT
<b><u>ACA 4</u></b> <b><u>(Aguiar-Curry D)</u></b> Local government financing: affordable housing and	<p>ACA 4 would generally lower the voter threshold to 55% for imposing the following taxes or issuing debt:</p> <ul style="list-style-type: none"> <li>Creates an additional exception to the 1% limit that would authorize a city or county, to levy an ad valorem tax to service bonded</li> </ul>	ASSEMBLY L. GOV	SUPPORT

<p><b><u>ACA 4</u></b>  <b>(<u>Aguiar-Curry D</u>)</b>  <b>(Cont.)</b>  public infrastructure:  voter approval.</p>	<p>indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing.</p> <ul style="list-style-type: none"> <li>• Authorizes a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing.</li> </ul>		
<p><b>Regional Measure 3/Senate Bill 595 (Beall)</b></p>	<p>SB 595 authored by Senator Jim Beall was passed by the Legislature and signed into law by Governor brown in the fall of 2017. The bill authorizes the Bay Area Toll Authority to place Regional Measure 3 on the ballot. At its February 27th meeting, the County Board of Supervisors approved adding Regional Measure 3 to the June 5, 2018 ballot. If approved Regional Measure 3 will allow the Bay Area Toll Authority to increase tolls on the seven (7) state owned bridges, as follows: \$1 January 1, 2019, \$1 January 1, 2022, and \$1 January 1, 2025. Revenues raised will fund transportation projects on the expenditure plan to relieve congestion in the bridge corridors.</p>	<p>June 5, 2018  Statewide Primary Election</p>	<p>SUPPORT</p>
<p><b><u>SB 760</u></b>  <b>(<u>Wiener D</u>)</b>  Bikeways:  design guides.</p>	<p>As approved by the Senate, SB 760 was scaled back. As currently drafted, SB 760 would simply allow Caltrans and local entities responsible for the development or operation of bikeways or roadways where bicycles are permitted, to consider additional street design guides such as the National Association of City Transportation Officials' (NACTO) Urban Street Design Guide.</p> <p>Prior versions of this bill would have placed new restrictions on Caltrans when programming funds in the State Highway Operation and Protection Program (SHOPP).</p>	<p>ASSEMBLY TRANS</p>	<p>WATCH</p>

<b><u>SB 827</u></b> <b>(Wiener D)</b> Planning and zoning: transit-rich housing bonus	SB 827 would authorize a “transit-rich housing project” to be eligible for a “transit-rich housing bonus.” A transit-rich housing project is a housing project that is located within ½ mile of a “major transit stop” or ¼ mile from a “high-quality transit corridor.” If the housing project meets these requirements then it would be exempt from local controls on residential density or floor area ratio, parking restrictions, and some height restrictions.	SENATE T. & H. – FAILED PASSAGE	WATCH
<b><u>SB 1434</u></b> <b>(Leyva D)</b> Transportation electrification: electricity rate design.	The CTA is also sponsoring SB 1434 (Leyva). This bill aims to address the volatility with electricity rates when charging battery electric buses. Specifically, SB 1434 directs the California Public Utilities Commission to initiate a new rate making proceeding for the cost of electricity that is used as a fuel. The fluctuation of electricity rates is a key obstacle in scaling up the use battery electric buses.	SENATE APPR	SUPPORT
<b><u>SCA 2</u></b> <b>(Newman D)</b> Motor vehicle fees and taxes: restriction on expenditures.	With the passage of ACA 5, SCA 2 was placed on the Inactive File. SCA 2 and ACA 5 are identical and would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.	SENATE INACTIVE FILE	SUPPORT
<b><u>SCA 6</u></b> <b>(Wiener D)</b> Local transportation measures: special taxes: voter approval.	SCA 6 would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.	SENATE APPR – SUSPENSE FILE	SUPPORT