



July 17, 2019
NVRTA Agenda Item 12.7
Continued From: New

Action Requested: **INFORMATION**

NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

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

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board receive the State Legislative update (Attachment 1) and the State Bill Matrix (Attachment 2) prepared by Platinum Advisors.

OTHER OPTIONS FOR CONSIDERATION

Information only

COMMITTEE RECOMMENDATION

None

EXECUTIVE SUMMARY

Attached is the State legislative update (Attachment 1) and the State Bill Matrix (Attachment 2).

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

Attachments: (1) July 1, 2019 State Legislative Update (Platinum Advisors)
(2) July 1, 2019 State Bill Matrix (Platinum Advisors)



July 1, 2019

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Schedule: With July 4th on Thursday, the legislature is scheduled to work this week, recess for the 4th, and then return for a “check-in” session on July 5th. They will then return on Monday for the final week of session before adjourning for Summer Recess, which runs from July 12th to August 12th.

State Budget: Governor Gavin Newsom signed his first budget totaling \$214.8 billion in expenditures, including \$147.8 billion in general fund spending. The spending plan is outlined in AB 74, and is accompanied by 15 budget trailer bills so far, to implement the budget. There are a couple of trailer bills that remain pending in legislature, most notably AB 101 regarding the housing and homelessness programs.

The budget maintains the commitment of building reserves, with \$19.2 billion set aside in various reserve accounts, in particular \$16.5 billion in the Rainy Day Fund. The budget also commits to make over the next four years an extra \$9 billion in payments to reduce unfunded pension liabilities, and the budget includes \$4.5 billion in payments to reduce the Wall of Debt. While revenues have exceeded expectation, the budget focuses new revenue on one-time expenditures, with 88% of new spending on one-time investments.

State Transit Assistance (STA): The formula allocation of the funds to transit operators through the STA formula totals \$991.7 million in 2019-20. This is slightly less than the January estimate because the forecast on diesel fuel prices was reduced by the Department of Finance. The January budget used an estimate of \$4.12 per gallon, but first quarter prices were lower. The May Revision adjusted the forecast price of diesel fuel to \$4.03 per gallon. Specifically, STA revenue from diesel fuel taxes are reduced by about \$76 million, but this reduction is partially offset by revenue from cap & trade auction allocated to the Low Carbon Transit Operations Program (LCTOP) increasing by about \$25 million.

Cap & Trade: The budget includes an expenditure plan for \$1.4 billion in cap & trade spending for the discretionary programs. The expenditure plan allocates the funds as follows:

- \$275 million for air toxic and criteria air pollutants
- \$485 million for low carbon transportation. This includes \$182 million for the Clean Truck and Bus Program. Of this amount California Air Resources Board (CARB) is expected to allocate \$130 million to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and \$52 million will be used for competitive pilot programs.
- \$127 million for climate smart agriculture
- \$220 million for healthy forests
- \$26 million for short-lived climate pollutants
- \$109 million for integrated climate action: mitigation and resilience
- \$10 million for climate and clean energy research and technical assistance to disadvantaged communities
- \$35 million for workforce training
- \$100 million for safe drinking water

Transportation Budget Trailer Bill: Signed into law along with the budget was SB 87. This measure implements various changes related to transportation items. These noncontroversial items include the following:

- Repays the remaining \$236 million in Proposition 42 loans. Repays the outstanding amount of transportation weight fees loaned to the General Fund in previous years in 2019-20 instead of 2020-21 (estimated to be \$886 million).
- Eliminates the Local Transportation Loan Account and the Transportation Deferred Investment Fund and shifts any remaining assets and liabilities to the State Highway Account before January 1, 2020.
- Makes all funding from the California memorial license plate fund available for antiterrorism activities upon appropriation by the Legislature. Previously 15% of these funds were available for scholarships for surviving dependents of California residents that died as a result of injuries sustained during the terrorist attacks of September 11, 2001.
- Provides up to \$7.2 million in funding from the Trade Corridors Improvement Fund for a competitive program that funds infrastructure improvements necessary to facilitate short-line railroads becoming more compatible in supporting modern rail freight traffic. This program will be administered by the California Transportation Commission (CTC).

Housing & Homeless Budget Trailer Bill: One of the more controversial negotiations in the budget was reaching an agreement on how to allocate homeless funds, and reaching an agreement on what penalties to impose on cities and counties that fail to adopt an adequate housing element. An agreement was finally reached on the day Governor Newsom signed the budget into law. The agreement was amended into AB 101 on June 27th, and the legislature is expected to act on this measure this week. AB 101 is over 143 pages of substantive and technical amendments, and the following is just a brief overview of the major provisions in the bill.

The Housing Stick: AB 101 provides the state the authority to basically sue any city or county that fails to adopt a compliant housing element. The penalties ratchet up to \$600,000 per month, and eventually allow the state to appoint an administrator to develop and implement a compliant housing element. The language also allows the courts to consider if there are any circumstances that might delay the adoption of a housing element, and if the city or county is making a good faith effort when determining if fines should be imposed. The sticks in AB 101 provide any action or special proceeding brought by the Attorney General to include the following:

- If the city or county fails to comply within 12 months a fine of at least \$10,000 but not to exceed \$100,000 per month shall be imposed.
- If a city or county continues to fail to comply after an additional 3 months the courts shall conduct a status conference, and following that conference may multiply the original fine by a factor of 3, or a maximum of \$300,000 per month.
- If a city or county still has not adopted a compliant housing element within six months of imposing fines, the courts may increase the fines by a factor of 6, or a maximum of \$600,000 per month. In addition, the court may appoint an agent with all the powers necessary to bring a city's or county's housing element into compliance.

At any time when a city or county fails to pay any fines imposed, the Controller may intercept any state or local funds and deposit the funds into the Building Homes and Jobs Trust Fund. However, the interception of any funds shall not violate the provisions of the Constitution, so it appears gas tax revenue could not be diverted to pay these fines.

Before the Attorney General gets involved, AB 101 directs the Department of Housing and Community Development (HCD) to post on its website each month a list of those jurisdictions that have failed to adopt a compliant housing element. HCD is required to offer two meetings with a jurisdiction to review why the housing element is not in compliance. In addition, a city or county may request HCD to review its most recent housing element, and HCD must respond within 30 days on why the housing element is or is not in compliance. A city or county could then challenge HCD's determination in Superior Court. Finally, the Department of Finance is required to list on its website those funding programs where eligibility is contingent upon having an approved housing element.

The Housing Carrots: AB 101 contains the implementation language for various new housing assistance programs funded through the budget. This includes \$500 million for Infill Infrastructure Grants, \$250 million for Local Government Planning Support Grants, \$650 million for local homeless programs, and \$500 million in housing tax credits. AB 101 also provides that cities and counties that have an approved housing element and that have implemented "prohousing local policies" be given preference points when applying for specified grant programs.

Prohousing: HCD is directed to adopt emergency regulations that implement the prohousing local policies. Starting with the July 1, 2021 award cycles cities or counties that have an approved housing element and have been declared to have prohousing local policies would receive bonus points when applying for grants from Transformative Climate Communities, Infill Incentive Grant Program, the Affordable Housing and Sustainable Communities Program, and other state programs. The bill lists several elements that a local jurisdiction must implement to be considered prohousing. AB 101 does not specify if more than one of these incentive programs must be in place to be considered prohousing. The incentive programs include:

- Local financial incentives for housing, such as a local housing trust fund.
- Reduced parking requirements for sites that are zoned for residential development.
- Adoption of zoning allowing for use by right for residential and mixed-use development.
- Zoning more sites for residential development or zoning sites at higher densities than is required.
- Adoption of accessory dwelling unit ordinances.
- Reduction of permit processing time.
- Creation of objective development standards.
- Reduction of development impact fees.
- Establishment of a Workforce Housing Opportunity Zone.

Support Grants: AB 101 implements how \$250 million will be allocated to assist regions, cities and counties with the planning activities needed to implement the sixth cycle of the regional housing needs assessment process. The funds would be split with half the funds allocated to regional entities and councils of governments. These funds would be used to update how housing needs are assessed and distributed, as well as for providing technical assistance to cities and counties in the region. The remaining half is allocated directly to cities and counties based on population for activities related to preparing for the implementation of the new housing needs assessment process.

Infill Grants: HCD will administer the \$500 million appropriated for the competitive Infill Infrastructure Grant Program. These funds will be awarded to “qualifying infill project” or a “qualifying infill area.” These terms have slightly different meanings depending on whether the project is in a city or in the unincorporated area of a county. However, any project must contain at least 15% affordable units, meet specified density requirements, and be in an area designated for mixed use or residential development.

Homeless Funding: The budget appropriated \$650 million to address the homeless crisis. AB 101 outlines how these funds will be allocated to cities, counties and continuum of care entities. These funds would be allocated to each jurisdiction based on its proportion of the 2019 homeless point in time count. The funds are allocated as follows:

- \$190 million to continuums of care entities, with a cap that limits any entity from receiving more than 40% of the funds, and a minimum allocation of \$500,000.

- \$275 million to cities with a population greater than 300,000, with a cap that limits any city from receiving more than 45% of the funds.
- \$175 million to counties with a cap that limits any county from receiving more than 40% of the funds.

Navigation Centers: A new item appeared in AB 101 that creates a by right development of “Low Barrier Navigation Centers.” These centers are defined as a service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. Pursuant to the provisions in AB 101, within 30 days of receipt of an application for a Low Barrier Navigation Center development, the local jurisdiction shall notify a developer whether the developer’s application is complete, and within 60 days of receipt of a completed application for a Low Barrier Navigation Center development, the local jurisdiction shall act upon its review of the application.

Legislation:

Feeder Buses: As currently drafted, SB 742 (Allen) would repeal specific statutes that require intercity rail feeder bus service to only carry passengers that had prior movement by rail or will have subsequent movement by rail.

Amendments are being drafted that would require the joint powers authorities (JPAs) that operate intercity rail service, such as the Capitol Corridor (JPA), to coordinate with local public transit operators, as well as work with existing private intercity bus operators on connecting with intercity rail service.

While the specific amendments are not yet available, the scope of the amendments are expected to allow the JPA to contract with a public transit operator for service, and require the JPA to first consult with and consider local public transit operators before contracting with a private bus operator. This consultation process is intended to avoid conflicts with existing public transit services.

Mobility Devices: AB 1112 (Friedman) would place in statute uniform rules on what a local authority may require a shared mobility device provider to provide regarding trip data within the jurisdiction of the local authority.

AB 1112 also limits a local government from imposing on a shared mobility device provider any unduly restrictive requirements, including requiring operation below cost or requiring providers to pay unreasonable fees, or requirements more restrictive than those applicable to riders of personally owned similar transportation devices.

As amended the bill focuses on allowing a local government to condition its approval of a shared mobility device program with a requirement that the provider share aggregate trip data with local governments. This trip data would be limited to de-identified data and provided to the local government in the aggregate.

Among the concerns expressed by local governments on this bill is the definition of “aggregate data,” which is defined to be a group of trips, from which the start points, stop points, routes, and times of individual trips have been removed and that cannot be used or combined with other information to isolate details of an individual trip. This definition would be too restrictive to provide data that could be used in a useful way for transportation planning purposes.

Local Partnership: Senator Beall has significantly amended SB 277 to require all SB 1 Local Partnership Program (LPP) funds to be allocated by formula. Under current CTC guidelines half the LPP funds are allocated by formula and half are reserved for a competitive program. Current law provides the CTC administrative control over LPP funds. SB 277 would limit this control.

SB 277 restructures the definition of an “eligible entity” but the scope of who is eligible remains the same. Starting with Cycle 3 of the LPP, SB 277 directs the CTC to adopt guidelines and apportionment formula for LPP funds to eligible entities. However, SB 277 currently does not specify or provide parameters for the allocation formula. Prior formulas, such as the Prop 1B LPP, included a north south split and additional population and revenue factors.



July 1, 2019

Existing Positions

Bills	Subject	Status	Client - Position
<u>AB 11</u> <u>(Chiu D)</u> Community Redevelopment Law of 2019.	<p>AB 11 would enact the Community Redevelopment Act of 2019 and allow local governments to form a housing and infrastructure agency that would focus on affordable housing and infrastructure investments. The bill requires a seat on the governing board for each affected taxing entity, and it allows an affected taxing entity to elect to contribute to the redevelopment agency (RDA) or not. In addition, the bill also allows an RDA to capture the growth on the schools' share (i.e. Educational Revenue Augmentation Fund [ERAF]) of the property tax growth.</p> <p>AB 11 does require any new RDA to be approved by the Strategic Growth Council, which must find that the redevelopment plan furthers greenhouse gas (GHG) reduction goals and the fiscal impact to the state for backfilling the lost ERAF growth does not exceed a yet to be specified amount. The new RDA could finance housing, transit, transit priority projects, interchanges, bridges, parks and port infrastructure, to name a few. The projects do not need to be located within the redevelopment area, but must have a nexus to the project area.</p>	ASSEMBLY APPR – Held on Suspense Two-Year Bill	WATCH
<u>AB 147</u> <u>(Burke D)</u> Use taxes: collection: retailer engaged in business in this state. <u>AB 147</u>	<p>AB 147 was signed into law, and took effect immediately. This bill enacts changes to implement the South Dakota v. Wayfair decision. Under Wayfair, the U.S. Supreme Court found that online retailers are required to collect and remit sales tax regardless of whether the online retailer has a physical presence in the state where the order is delivered.</p>	Signed Into Law Chapter #5, Statutes of 2019	SUPPORT

<p>(Burke D) (cont.)</p>	<p>AB 147 imposes a \$500,000 statewide threshold. State and local sales taxes would both be collected once a statewide total of \$500,000 in sales is reached. This bill would also require sales tax to be collected on all sales made through an intermediary, such as eBay or Amazon. Under AB 147 an entity that sells items through a “marketplace facilitator,” such as eBay, the marketplace facilitator is required to collect and remit the tax on all sales regardless of the threshold. The local sales tax revenue would be allocated to the local tax districts.</p>		
<p>AB 252 (Daly D) Department of Transportation: environmental review process: federal program.</p>	<p>AB 252 continues to move without opposition or negative votes. This bill would repeal the sunset date on current law that delegates to Caltrans the authority for National Environmental Policy Act (NEPA) decision making. The existing NEPA Assignment Program authority would sunset on January 1, 2020. This program started as part of a pilot program under federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) legislation and has been extended twice so far. AB 252 would make it a permanent program. The NEPA Assignment Program has streamlined the environmental process for both state and local transportation projects without compromising compliance with environmental laws and regulations.</p>	<p>SENATE FLOOR</p>	<p>SUPPORT</p>
<p>AB 285 (Friedman D) California Transportation Plan.</p>	<p>AB 285 updates requirements of the California Transportation Plan (CTP) to reflect the state’s recent environmental legislation. In particular, the bill requires Caltrans to include in the CTP the following:</p> <ul style="list-style-type: none"> • An overview of all sustainable communities and an assessment of how implementation of these strategies will influence the configuration of the statewide integrated multimodal transportation system. 	<p>SENATE APPR</p>	<p>WATCH</p>

	<ul style="list-style-type: none"> • A review of the potential impacts and opportunities for coordination of specified transportation grant programs, such as the Low Carbon Transit Operators Program (LCTOP) and the Transit and Intercity Rail Program. • A forecast of the impacts of advanced and emerging technologies, including shared, autonomous, connected, and electric transportation options, over a 20-year horizon on infrastructure, access, and transportation systems. 		
<u>AB 314</u> (Bonta D) Public employment: labor relations: release time.	<p>This bill would consolidate and uniformly apply existing laws to grant reasonable time-off with compensation for public employees for activities related to employee-employer relations.</p> <p>Existing law on release time does not cover public transit employees, but AB 314 would expand these release time provisions to include public transit employees.</p> <p>The bill would require a public employer to grant reasonable time off for employee representatives to testify at hearings before the personnel boards, participate in labor/management committees, investigate grievances, or participate at new employee orientations.</p>	SENATE APPR	WATCH
<u>AB 659</u> (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	<p>AB 659 requires the California Transportation Commission (CTC) to form a working group, consisting of local governments and transportation entities that would develop the guidelines and selection criteria for the Smart City Challenge Grants. The bill envisions funding projects that use intelligent transportation systems and applications that would reduce congestion, enhance mobility, safety, and spurring innovation. The bill does not currently identify or appropriate funds for this program.</p>	<p>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p>	WATCH

<p><u>AB 752</u> (Gabriel D) Public transit: transit centers: lactation rooms.</p>	<p>AB 752 was substantially amended to clarify its application to multimodal transit facilities. As amended the bill lists existing intercity rail stations, as well as the Sales Force Transit Center and the Anaheim Regional Transportation Intermodal Center. It would also apply to any intercity rail station, or station proposed to be served by high-speed rail with an enclosed lobby of 5,000 square feet or more.</p> <p>The bill would require these multimodal transit stations that commence operations or a renovation on or after January 1, 2021, to include a lactation room.</p>	SENATE TRANSP	WATCH
<p><u>AB 784</u> (Mullin D) Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.</p>	<p>AB 784 was approved by the Senate Governance & Finance Committee on a 6-0 vote. This bill would exempt medium and heavy duty zero emission transit vehicles from the state's sales tax. Locally imposed sales taxes would still apply, as well as specified statewide taxes.</p> <p>Specifically, AB 784 would exempt from the state sales tax any zero-emission technology medium or heavy-duty transit bus vehicle that is eligible for a rebate from the Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP). This sales tax exemption would sunset on January 1, 2024.</p>	SENATE APPR	SUPPORT
<p><u>AB 847</u> (Grayson D) Transportation finance: priorities: housing.</p>	<p>As introduced, AB 847 would create a funding incentive for cities and counties to produce housing by reallocating non-Article 19 transportation funds and provide bonuses for certain funding programs. However, the bill was gutted and amended to now create a new competitive grant program. This bill does not provide a funding source, but it directs the Department of Housing and Community Development to create a grant program that would offset up to 100% of any local transportation impact fees imposed on housing project that includes at least 20% affordable units.</p>	ASSEMBLY H & C. D. – Two-Year Bill	WATCH

<p><u>AB 1350</u> (Gonzalez D) Youth Transit Pass Pilot Program.</p>	<p>AB 1350 would create the Youth Transit Pass Pilot Program. This bill is similar to prior efforts to create a funding program to provide free transit passes to persons under 25 years old. AB 1350 does not include an appropriation, but points to a future appropriation of GHG reduction funds.</p> <p>The bill directs Caltrans to create the program that would allocate grants to eligible entities. The grants would be capped at \$5 million and be no smaller than \$20,000.</p> <p>This bill might be a little premature. UCLA is currently undertaking a study to examine and summarize the various types of student transit pass programs in California. As you may recall, former Governor Brown vetoed a similar bill because of the need for additional information on existing programs. The UCLA study is not expected to be completed until the end of this year.</p>	<p>ASSEMBLY TRANS. – Two-Year Bill</p>	<p>WATCH</p>
<p><u>AB 1402</u> (Petrie-Norris D) Active Transportation Program.</p>	<p>AB 1402 was not heard in the Assembly Committee on Transportation and is now a two-year bill.</p> <p>This bill would revise the allocation process for Active Transportation Program (ATP) Funds. AB 1402 is substantively similar to the changes made to the ATP in SB 152 (Beall), but the bills are structured a little differently.</p>	<p>ASSEMBLY TRANS. Two-Year Bill</p>	<p>SUPPORT</p>
<p><u>AB 1568</u> (McCarthy D) General plans: housing element: production report: withholding of transportation funds</p>	<p>AB 1568 was held by the Appropriations Committee and is now a 2-year bill.</p> <p>This bill would, if on or before January 1, 2025, a city or county is found to be out of compliance with existing housing element requirements then that city or county would be prohibited from applying for state grants. This prohibition would not apply to grants protected under Article 19 of the Constitution, which covers most transportation funds, or if the grant would assist the city or county in complying with housing element laws.</p>	<p>ASSEMBLY APPR – Held on Suspense</p> <p>Two-Year Bill</p>	<p>OPPOSE</p>

<u>AB 1568</u> (McCarty D) (cont.)	As introduced this bill would have withheld SB 1 local streets and roads funds from a city or county that is found to be out of compliance with existing housing element laws.		
<u>AB 1633</u> (Grayson D) Regional transportation plans: traffic signal optimization plans.	AB 1633 would authorize any city within the Metropolitan Transportation Commission (MTC) region to develop and implement a traffic signal optimization plan intended to reduce greenhouse gas (GHG) emissions and particulate emissions and to reduce travel times. The bill would also require signals that are operated by Caltrans to be adjusted and operated consistent with a city's plan.	SENATE APPR	WATCH
<u>ACA 1</u> (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.	<p>This constitutional amendment would lower the voter threshold for property tax increases, parcel taxes and sales taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes improvements to transit and streets and highways.</p> <p>Constitutional amendments are not subject to hearing deadlines, and can be moved at any time.</p>	ASSEMBLY FLOOR	SUPPORT
<u>SB 5</u> (Beall D) Local-State Sustainable Investment Incentive Program.	<p>SB 5 creates the Affordable Housing and Community Development Investment Program (AHCDIP) (Program), which would allow an Enhanced Infrastructure Finance District (EIFD) the authority to divert a portion of the ERAF property tax share to the EIFD. SB 5 would require any EIFD that wants to capture the ERAF share to apply to the Sustainable Investment Incentive Committee, which SB 5 creates. The bill would limit the amount of ERAF tax revenue the Committee can approve to \$200 million each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years.</p> <p>SB 5 generally promotes the construction of housing and infill development that promotes transit use.</p>	ASSEMBLY HOUSING	WATCH

<u>SB 20</u> <u>(Dodd D)</u> Surplus state property: Napa County Regional Park and Open Space District.	SB 20 extends the sunset date, which expired on January 1, 2015, to January 1, 2026, for the state to sell the area known as the Skyline Wilderness Park (Skyline Park) in the County of Napa. The bill also revises the current authorization for the state to sell the Skyline Park to also include the Napa County Regional Park and Open Space District in addition to the County of Napa.	ASSEMBLY A & A.R.	WATCH
<u>SB 50</u> <u>(Wiener D)</u> Planning and zoning: housing development: equitable communities incentive.	SB 50 would require local governments to provide a specified “equitable communities incentive” to developers that construct residential developments in “jobs-rich” and “transit-rich” areas, which may include certain exceptions to specified requirements for zoning, density, parking, height restrictions, and floor area ratios.	SENATE APPR – Held on Suspense Two-Year Bill	WATCH
<u>SB 127</u> <u>(Wiener D)</u> Transportation funding: active transportation: complete streets	SB 127 (Wiener) was approved by the Senate. This bill aims to update existing laws relating to the programing of funds in the State Highway Operation and Protection Program (SHOPP) to require the state to consider and invest in bicycle, pedestrian, and transit facilities when programing SHOPP projects. The bill would focus these complete street investments on urban arterials and where a state highway serves as the main street.	ASSEMBLY TRANSP	WATCH
<u>SB 137</u> <u>(Dodd D)</u> Federal transportation funds: state exchange programs.	SB 137 would allow any city or county to swap federal transportation funds for state funds. The current exchange program is limited to regional transportation planning agencies with a population below 200,000. This measure is sponsored by California State Association of Counties (CSAC), and it is aimed at streamlining project delivery by removing the federal review process associated with using federal funds. With the additional SB 1 funds in state accounts, the resources should be enough to allow interested cities and counties to exchange federal funds for state dollars, thus eliminating the need to complete both NEPA and California Environmental Quality Act (CEQA) reviews.	ASSEMBLY TRANSP	SUPPORT

<p><u>SB 152</u> (Beall D) Active Transportation Program.</p>	<p>This bill would implement some of the findings made by the Legislative Analyst's Office (LAO) regarding the administration of the Active Transportation Program (ATP). The goal is to streamline the administrative process for awarding ATP funds. The bill includes the following changes:</p> <ul style="list-style-type: none"> • Modified the distribution formula to increase from 40% to 75% that is allocated to metropolitan planning organizations (MPO), increase the rural county share from 10% to 15%, and reduce the statewide pot that is administered by the CTC from 50% to 10%. • Shift greater administrative control for the regional share to the MPOs. • Increase reporting requirements from the MPOs to the CTC. 	<p>SENATE APPR – Held on Suspense Two-Year Bill</p>	<p>SUPPORT</p>
<p><u>SB 235</u> (Dodd D) Planning and zoning: housing production report: regional housing need allocation</p>	<p>SB 235 was unanimously approved by the Senate. This bill allows the City of Napa and County of Napa to reach an agreement under which the county would be allowed to count certain housing units built within the city toward the county's regional housing needs assessment (RHNA) requirement. The Napa Pipe project is the genesis for this bill.</p>	<p>ASSEMBLY LOC GOV</p>	<p>SUPPORT</p>
<p><u>SB 277</u> (Beall D) Road Maintenance and Rehabilitation Program: guidelines.</p>	<p>Senator Beall has significantly amended SB 277 to require all SB 1 Local Partnership Program (LPP) funds to be allocated by formula. Under current CTC guidelines half the LPP funds are allocated by formula and half are reserved for a competitive program. Current law provides the CTC administrative control over LPP funds. SB 277 would limit this control.</p>	<p>ASSEMBLY TRANSP.</p>	<p>WATCH</p>
<p><u>SB 336</u> (Dodd D) Transportation: fully-automated transit vehicles.</p>	<p>SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly.</p>	<p>ASSEMBLY TRANSP.</p>	<p>SUPPORT</p>

<p><u>SB 336</u> (<u>Dodd</u> D)</p>	<p>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a results report to the legislature on that deployment by March 31st, 2025. SB 336 would sunset on January 1, 2025.</p>		
<p><u>SB 397</u> (<u>Glazer</u> D) Public transit operators: passengers with pets: evacuation orders.</p>	<p>As recently amended SB 397 would require the Office of Emergency Services and the Department of Food & Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles when serving evacuation areas.</p> <p>The bill previously directed each transit operator to develop best practices for allowing pets on public transit vehicles serving evacuation areas. The bill limits pets to cats or dogs.</p>	<p>ASSEMBLY TRANSP</p>	<p>SUPPORT</p>