



October 3, 2019  
TAC Agenda Item 7.7  
Continued From: New

Action Requested: **INFORMATION**

## NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

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**TO:** Technical Advisory Committee  
**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:** State Legislative Update and State Bill Matrix

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### **RECOMMENDATION**

Information only

### **EXECUTIVE SUMMARY**

*State Update*

Attached are the State legislative update (Attachment 1), the State Bill Matrix (Attachment 2) and the Active Transportation Program (ATP) State Bill Matrix (Attachment 3).

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comments

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **SUPPORTING DOCUMENTS**

- Attachments:
- (1) September 26, 2019 State Legislative Update (Platinum Advisors)
  - (2) September 26, 2019 State Bill Matrix (Platinum Advisors)
  - (3) September 26, 2019 ATP Bill Matrix



September 25, 2019

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**Governor's Desk:** Governor Newsom has until October 13<sup>th</sup> to sort through the 723 bills sitting on his desk. The Legislature finished their work at approximately 3:00 a.m. on Saturday September 14<sup>th</sup>.

The final week of session was a bumpy one with the omnipresent protests by anti-vaccination groups. One act of protest on the final night forced the Senate Floor to be closed, forcing the Senators to reconvene in the largest hearing room on the fourth floor to complete their work. While this added to delays, it was the usual interhouse conflicts and "hostage" negotiations that pushed adjournment into the wee hours.

The last week of session began with a lot of commotion as anti-vaccination groups objected to Senator Pan's [SB 276](#), and were not appeased by the changes requested by the governor to the measure contained in [SB 714](#). Protesters interrupted floor session in both the Assembly and Senate, blocked hallways while shouting, and chained themselves to the entrances. While the Governor immediately signed both bills on Monday night, the protesters remained a constant presence throughout the week.

Implementation of the Dynamex decision via AB 5 also brought out large crowds on both sides of the issue. The bill codifies the decision of the California Supreme Court in *Dynamex Operations West, Inc. v. Superior Court of Los Angeles* (2018) that presumes a worker is an employee unless a hiring entity satisfies a three-factor test, and would impact around two million workers. The California Labor Federation sponsored AB 5, and battled hefty opposition to the measure including Uber, Lyft, and DoorDash. These companies attempted to offer alternatives to AB 5, but ultimately committed a total of \$90 million to fund a ballot measure setting rules for the gig economy. AB 5 was sent to the governor and signed into law last week, while Uber and Lyft announced that they will not be complying with the measure and believe they have legal ground for that decision. In his signing message Governor Newsom stated he would, "convene leaders from the Legislature, the labor movement and the business community to support innovation and a more inclusive economy by stepping in where the federal government has fallen short and grant workers excluded from the National Labor Relations Act the right to organize and collectively bargain."

**Low Carbon Transportation Funding:** On October 24<sup>th</sup> the Air Resources Board is scheduled to adopt an updated expenditure plan for FY 2019-20 cap & trade funds. The FY 2019-20 state budget provides \$182 million for clean trucks, buses and off-road equipment programs. Of this amount CARB will dedicate \$142 million for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) rebate program and \$40 million for competitive programs.

*However, transit operators would not be eligible for the competitive funds, and revisions to HVIP remove the infrastructure enhancements. NHTA should review the proposed expenditure plan and consider sending comments expressing concerns regarding the need for infrastructure funding and the ability for transit operators to compete for the pilot project funds. The deadline to submit comments is October 21<sup>st</sup>.*

The draft plan can be found here:

<https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf>

With respect to the HVIP rebates, CARB staff is proposing following changes, which would take effect the day after adoption by the Board:

- Remove 8.9-liter and 11.9-liter natural gas low NOx engines from HVIP
- Remove hybrid vehicles and hybrid conversions from HVIP
- Discontinue voucher enhancements for infrastructure. This eliminates the only fueling infrastructure funding pot for battery charging systems or hydrogen fueling needs.
- Discontinue all vehicle voucher enhancements except for the disadvantaged community plus-up. The disadvantaged community enhancement provides \$15,000 per vehicle.
- Clarify policies surrounding stacking/combining other State funds with HVIP. The proposal will keep in place the public fleet option of combining funds up to 100 percent of the vehicle cost.
- Reinstate fleet limits for zero emission vehicles. Staff proposes to reinstate the 200-voucher limit per fleet per calendar year to prevent a single fleet or manufacturer from reserving a large portion of project funds.

Staff proposes \$40 million for FY 2019-20, with a focus on three project types:

- **Zero-emission drayage truck pilot:** \$20 million allocation for large-scale deployment of zero-emission trucks as part of one or two fleets that can operate in drayage or regional haul service. Large scale deployments for the purpose of this project will be more than 50 trucks in a single fleet.
- **Ocean-going vessels at berth capture and control system:** \$10 million for a project to demonstrate a capture and control system for oil tankers to capture at-berth vessel emissions. Capture and control systems are designed to capture vessel exhaust either at the stack or when diverted directly to a connection point.
- **Golden State Carbon Challenge:** \$10 million to facilitate the Golden State Carbon Challenge. Inducement challenges function by setting a technological goal and provide a monetary incentive to the first eligible participant to meet that

milestone. Staff recommends that the goal of the inducement prize incorporate zero-emission off-road equipment and be focused on the freight sector, and could include such equipment types as cargo handling equipment, locomotives, yard trucks, transportation refrigeration units, ocean going vessels, commercial harbor craft, on-road trucks, and other vehicle and equipment types where a technological breakthrough could have the largest potential for widespread deployment.

**TIRCP:** CalSTA has released its draft guidelines for the next round of Transit and Intercity Rail Capital Program (TIRCP) funds. The 2020 TIRCP grant cycle will program funds starting with the 2020-21 fiscal year through 2024-25 fiscal year. Any project awarded funds in the current Cycle 3 that have not been fully funded will be rolled into this new cycle. CalSTA has scheduled two workshops to review the draft guidelines and receive comments. The first workshop is set for October 14<sup>th</sup> in Southern California, and the second on October 15<sup>th</sup> in Oakland. The Cycle 4 call for projects is currently set for October 18<sup>th</sup>, and CalSTA has set several dates at locations throughout the state where project sponsors can meet with staff to discuss project concepts and quantifications. Information about the Cycle 4 guidelines, workshops, and prior awards can be found at:

<https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>

**ICT:** To follow-up on the adoption of the Innovative Clean Transit Rule (ICT), CARB staff has scheduled a series of regional meetings on implementing the ICT, as well as implementation of the Zero-Emission Airport Shuttle regulations. The first meeting is scheduled for October 9<sup>th</sup> in San Bernardino, with meetings in Sacramento on October 22<sup>nd</sup> and on October 29<sup>th</sup> from 11:00 to 3:00 at the Bay Area Metro Center. These meetings will include presentations from local air districts and utilities on resources available to support zero emission buses. In addition, industry representatives are invited to display their wares.



September 25, 2019

## Existing Positions

Bills	Subject	Status	Client - Position
<b><u>AB 11</u></b> <b>(Chiu D)</b> 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 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
<b><u>AB 147</u></b> <b>(Burke D)</b> Use taxes: collection: retailer engaged in business in this state.	<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> <p>AB 147 imposes a \$500,000 statewide</p>	Signed Into Law  Chapter #5, Statutes of 2019	SUPPORT

<p><b><u>AB 147</u></b>  <b>(Burke D)</b>  <b>(Continued)</b></p>	<p>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 sales items through “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><b><u>AB 252</u></b>  <b>(Daly D)</b>  Department of Transportation: environmental review process: federal program.</p>	<p>AB 252 repeals 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>Signed Into Law – Chapter 160, Statutes of 2019</p>	<p>SUPPORT</p>
<p><b><u>AB 285</u></b>  <b>(Friedman D)</b>  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"> <li>• Adds environmental justice as one of the subject areas.</li> <li>• Updates the greenhouse gas emissions target and air quality goals.</li> <li>• A forecast of the impacts of advanced and emerging technologies, including shared, autonomous, connected, and electric</li> </ul>	<p>Governor’s Desk</p>	<p>WATCH</p>

<p><b><u>AB 285</u></b>  <b>(Friedman D)</b>  <b>(Continued)</b></p>	<p>transportation options.</p> <ul style="list-style-type: none"> <li>Review of the progress made implementing past CTPs, including actions taken by each of Caltrans' districts.</li> </ul> <p>The bill also requires the Strategic Growth Council to submit a report to the Legislature by January 31, 2022, an overview of the CTP and sustainable communities strategies, and a review of the potential impacts and opportunities for coordination of specified transportation funding programs, such as the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program.</p>		
<p><b><u>AB 314</u></b>  <b>(Bonta D)</b>  Public employment:  labor relations:  release time.</p>	<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>	<p>Governor's Desk</p>	<p>WATCH</p>
<p><b><u>AB 659</u></b>  <b>(Mullin D)</b>  Transportation:  emerging transportation technologies:  California Smart City Challenge Grant Program.</p>	<p>AB 659 requires the 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>	<p>WATCH</p>

<p><b><u>AB 752</u></b>  <b>(Gabriel D)</b>  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>	Governor's Desk	WATCH
<p><b><u>AB 784</u></b>  <b>(Mullin D)</b>  Sales and use taxes:  exemption:  California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.</p>	<p>AB 784 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>	Governor's Desk	SUPPORT
<p><b><u>AB 847</u></b>  <b>(Grayson D)</b>  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.</p> <p>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><b><u>AB 1350</u></b>  <b>(Gonzalez D)</b>  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 greenhouse gas 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><b><u>AB 1402</u></b>  <b>(Petrie-Norris D)</b>  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 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><b><u>AB 1568</u></b>  <b>(McCarty D)</b>  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>As introduced this bill would have withheld SB 1 local streets and roads funds from a</p>	<p>ASSEMBLY APPR –  Held on Suspense</p> <p>Two-Year Bill</p>	<p>OPPOSE</p>

<b><u>AB 1568</u></b> <b>(McCarty D)</b> <b>(Continued)</b>	city or county that is found to be out of compliance with existing housing element laws.		
<b><u>AB 1633</u></b> <b>(Grayson D)</b> Regional transportation plans: traffic signal optimization plans.	AB 1633 would authorize any city within the 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.	Governor's Desk	WATCH
<b><u>ACA 1</u></b> <b>(Aguiar-Curry D)</b> Local government financing: affordable housing and public infrastructure: voter approval.	<p>ACA 1 failed passage on the Assembly Floor. Reconsideration was granted, and another attempt is possible, but the measure was 8 votes short of the 54 needed for passage. A few Democrat members voted No, and several others abstained. Given the stigma that this measure erodes Prop 13 protections makes it unlikely it will secure the needed support to move to the Senate.</p> <p>ACA 1 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 capital improvements to transit and streets and highways.</p> <p>However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>	<p>ASSEMBLY FLOOR</p> <p>Failed Passage – Reconsideration Granted</p>	SUPPORT
<b><u>SB 5</u></b> <b>(Beall D)</b> Local-State Sustainable Investment Incentive Program.	SB 5 creates the Affordable Housing and Community Development Investment Program (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	Governor's Desk	SUPPORT

<b><u>SB 5</u></b> <b>(Beall D)</b> <b>(Continued)</b>	each year, with the annual impact not to exceed \$1 billion. These limits are increased in future years.  SB 5 generally promotes the construction of housing and infill development that promotes transit use.		
<b><u>SB 20</u></b> <b>(Dodd D)</b> 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.	Signed Into Law Chapter 240, Statutes of 2019	WATCH
<b><u>SB 50</u></b> <b>(Wiener D)</b> 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
<b><u>SB 127</u></b> <b>(Wiener D)</b> Transportation funding: active transportation: complete streets	SB 127 (Wiener) aims to update existing laws relating to the programming 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 programming SHOPP projects. The bill would focus these complete street investments on urban arterials and where a state highway serves as the main street.	Governor’s Desk	WATCH
<b><u>SB 137</u></b> <b>(Dodd D)</b> 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 CSAC, and it is aimed at streamlining project delivery by removing the federal review process	Governor’s Desk	SUPPORT

<b><u>SB 137</u></b> <b><u>(Dodd D)</u></b> <b><u>(Continued)</u></b>	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 CEQA reviews.		
<b><u>SB 152</u></b> <b><u>(Beall D)</u></b> Active Transportation Program.	<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"> <li>• 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 California Transportation Commission CTC from 50% to 10%.</li> <li>• Shift greater administrative control for the regional share to the MPOs.</li> <li>• Increase reporting requirements from the MPOs to the CTC.</li> </ul>	SENATE APPR – Held on Suspense  Two-Year Bill	SUPPORT
<b><u>SB 235</u></b> <b><u>(Dodd D)</u></b> Planning and zoning: housing production report: regional housing need allocation	SB 235 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.	Governor's Desk	SUPPORT
<b><u>SB 277</u></b> <b><u>(Beall D)</u></b> Road Maintenance and Rehabilitation Program: guidelines.	SB 277 would amend existing law to require 85% of SB 1 Local Partnership Program (LPP) funds be allocated by formula, and 15% for a small county competitive program. 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	Governor's Desk	SUPPORT

**SB 277**  
**(Beall D)**  
***(Continued)***

administrative control over LPP funds. Starting with Cycle 3 of the LPP, SB 277 directs the CTC to adopt guidelines and implement the apportionment formula specified in the bill as follows:

- 15% of LPP funds is set aside in the Small Counties and Uniform Developer Fees Competitive Subaccount. This competitive program is for eligible entities located in a county with a population of less than 750,000, or entities that administer a voter approved uniform developer fee.
- 85% of LPP funds would be allocated to the Local Partnership Formula Subaccount. The funds would be split into a southern and northern California pots. The north-south split would be based on the proportional share of the statewide total of voter approved sales tax, parcel/property tax and toll revenue. The north-south categories are based on the STIP definition where all counties from Kern and San Louis Obispo Counties south are in the southern group, and all remaining counties are in the northern group.
- The southern allocation formula distributes the funds to eligible entities with 75% of the funds allocated based on its proportional share of the southern population, and 25% distributed based on the entity's proportional share of voter approved transportation sales tax revenue.
- The northern allocation formula distributes the funds to eligible entities through two pots. Of the total amount of revenue in the northern share, eligible entities that administer voter approved bridge tolls and parcel/property taxes shall receive it proportional share of the northern fund. For eligible entities that administer a voter approved sales

<b><u>SB 277</u></b> <b>(Beall D)</b> <b>(Continued)</b>	tax, these entities' proportional share is based on 75% of the entities proportional of the northern population and 25% based on the entity's proportional share of sales tax revenue.		
<b><u>SB 336</u></b> <b>(Dodd D)</b> Transportation: fully-automated transit vehicles.	<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>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a report to the legislature on that deployment by March 31<sup>st</sup>, 2025. SB 336 would sunset on January 1, 2025.</p>	ASSEMBLY TRANSP – Two-Year Bill	SUPPORT
<b><u>SB 397</u></b> <b>(Glazer D)</b> Public transit operators: passengers with pets: evacuation orders.	<p>As recently amended SB 397 would require the Office of Emergency Services and the Department of Food &amp; 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>	Governor's Desk	SUPPORT

**NVTA**  
**Active Transportation Legislation**  
**September 25, 2019**

<b>Bills</b>	<b>Subject</b>	<b>Status</b>	<b>Client - Position</b>
<a href="#"><u>AB 185</u></a> <b>(Grayson D)</b> California Transportation Commission: transportation and transportation-related policies: joint meetings.	Current law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would instead require the commission, the state board, and a representative from the Department of Housing and Community Development to hold those joint meetings to coordinate their implementation of policies that jointly affect transportation, housing, and air quality. (Enrollment: 9/12/2019)	Governor's Desk	NVTA - Watch
<a href="#"><u>AB 285</u></a> <b>(Friedman D)</b> California Transportation Plan.	Would require the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and how the plan is consistent with, and supports attaining, all state ambient air quality standards and	Governor's Desk	NVTA - Watch

<p><a href="#"><u>AB 285</u></a> (<a href="#"><u>Friedman</u></a> D) (Continued)</p>	<p>national ambient air quality standards in all areas of the state as described in California's state implementation plans required by the federal Clean Air Act. (Enrollment: 9/12/2019)</p>		
<p><a href="#"><u>AB 1017</u></a> (<a href="#"><u>Boerner</u></a> <a href="#"><u>Horvath</u></a> D) New or modified railroad crossings: approval.</p>	<p>Would require the Public Utilities Commission, if a city or county develops and adopts, by resolution upon a majority vote of the city council or the board of supervisors, a plan to improve mobility for multimodal access that calls for new or modified railroad crossings, to make an engineer available from the Rail Crossings and Engineering Branch to assist and advise that city or county on the safety of the planned railroad crossings prior to the filing of an application to the commission for the approval of the new or modified railroad crossings. (Amended: 4/23/2019)</p>	<p>Signed Into Law Chapter 233, Statutes of 2019</p>	<p>NVTA - Watch</p>
<p><a href="#"><u>AB 1112</u></a> (<a href="#"><u>Friedman</u></a> D) Shared mobility devices: local regulation.</p>	<p>Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. (Amended: 6/19/2019)</p>	<p>SENATE TRANS Two-Year Bill</p>	<p>NVTA - Watch</p>



<p><a href="#"><u>AB 1402</u></a> <a href="#"><u>(Petrie-Norris D)</u></a> Active Transportation Program.</p>	<p>Would require the Department of Transportation, instead of the California Transportation Commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to metropolitan planning organization's (MPO's) in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis. (Amended: 3/26/2019)</p>	<p>ASSEMBLY TRANS. Two-Year Bill</p>	<p>NVTA - Support</p>
<p><a href="#"><u>SB 127</u></a> <a href="#"><u>(Wiener D)</u></a> Transportation funding: active transportation: complete streets.</p>	<p>Current law requires the Department of Transportation, in consultation with the California Transportation Commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Current law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prescribe a process for community input and complete streets implementation to prioritize the implementation of safe and</p>	<p>Governor's Desk</p>	<p>NVTA - Watch</p>

<a href="#"><u>SB 127</u></a> <b>(Wiener D)</b> <b>(Continued)</b>	connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. (Enrollment: 9/18/2019)		
<a href="#"><u>SB 152</u></a> <b>(Beall D)</b> Active Transportation Program.	Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis. (Amended: 4/25/2019)	SENATE APPR – Held on Suspense  Two-Year Bill	NVTA - Support
<a href="#"><u>SB 400</u></a> <b>(Umberg D)</b> Reduction of greenhouse gases emissions: mobility options.	Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current	Signed Into Law Chapter 271, Statutes of 2019	NVTA - Watch

<p><b><u>SB 400</u></b>  <b>(<u>Umberg</u> D)</b>  <b>(Continued)</b></p>	<p>law defines specified terms, including “mobility option”, which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that “mobility option” also includes bike sharing and electric bicycles. ( Introduced: 2/20/2019)</p>		
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