

## M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 15-16, 2019

Reference No.: 4.1  
Action

Published Date: March 8, 2019

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Subject: **STATE AND FEDERAL LEGISLATIVE MATTERS**

**ISSUE:**

Should the California Transportation Commission (Commission):

1. Accept the staff report on the proposed state legislation identified and monitored by staff as presented in Attachment A?
2. Adopt a position of support and submit a letter (Attachment C) to Assembly Member Jim Frazier on Assembly Bill (AB) 371? This bill requires the Governor's Office of Business and Economic Development (GO-Biz), in consultation with the California Air Resources Board, the Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years.
3. Adopt a position of support in concept and submit a letter (Attachment E) to Assembly Member Kevin Mullin on AB 659? This bill establishes the California Smart City Challenge Grant Program to enable municipalities to apply to the Commission for grant funding for emerging transportation technologies to serve their transportation system needs. It makes implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and requires the source of the moneys to come from Proposition 1B (2006). The program called for in this bill reflects a recommendation made in the Commission's 2017 Annual Report to the Legislature, but the Commission did not recommend using the fund source identified in the bill.

**RECOMMENDATION:**

Commission staff recommends that the Commission:

1. Accept the staff report and provide direction on state legislation of interest in Attachment A.
2. Adopt a position of support and approve the transmission of the letter to Assembly Member Jim Frazier supporting AB 371, included as Attachment C.
3. Adopt a position of support in concept and approve the transmission of the letter to Assembly Member Kevin Mullin supporting AB 659, included as Attachment E.

**STATE LEGISLATION:**

Bills Monitored By Commission Staff

The last day for bills to be introduced was February 22, 2019. As of that date, Members of the Legislature had introduced a total of 2,721 bills. Attachment A contains a list of 47 bills monitored by Commission staff at this time on which the Commission has not taken a position. Commission staff identified these bills pursuant to the Commission's bill monitoring policy.

Of the bills monitored at this time, Commission staff recommend adopting a position of support or support in concept for two bills:

**AB 371 (Frazier).** Commission staff recommends the Commission adopt a position of support for this bill and transmit a letter to Assembly Member Jim Frazier. AB 371 requires GO-Biz, in consultation with the California Air Resources Board, the Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. In its 2018 Annual Report, the Commission encouraged better communication and integration to support sustainable freight transportation by engaging the freight industry, seeking data for state freight flows throughout rural and metropolitan areas, and gauging future freight demands. Commission staff believes the passage of AB 371 would help address these statewide freight issues. A copy of the bill is included as Attachment B, and the letter is included as Attachment C.

**AB 659 (Mullin).** Commission staff recommends the Commission adopt a position of support in concept for this bill and transmit a letter to Assembly Member Mullin. AB 659 establishes the California Smart City Challenge Grant Program to enable municipalities to apply to the Commission for grant funding for emerging transportation technologies to serve their transportation system needs. It makes implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and requires the source of the moneys to come from Proposition 1B (2006). The program called for in

this bill reflects a recommendation made in the Commission's 2017 Annual Report to the Legislature, but the Commission did not recommend using the fund source identified in the bill. Thus, Commission staff recommends adopting a position to support in concept the program but not the specific fund source. A copy of the bill is included as Attachment D, and the letter is included as Attachment E.

Commission staff is closely monitoring two additional bills that include certain provisions related to recommendations made in the Commission's 2018 Annual Report:

**AB 285 (Friedman).** This bill would require the California Department of Transportation to forecast the impacts of advanced and emerging technologies in the California Transportation Plan. The bill also would make additional changes related to the California Transportation Plan, such as requiring the Commission to discuss its recommendations related to the plan at a joint meeting with the California Air Resources Board prior to submitting those recommendations to the Legislature and the Governor.

**SB 59 (Allen).** This bill establishes state policies on automated vehicles to reduce greenhouse gas emissions, reduce traffic congestion and vehicle miles traveled, encourage efficient land use, and improve access to mobility and economic opportunities for all Californians. The bill creates an interagency working group comprised of state agencies to guide policy development.

#### Bills On Which the Commission Has Taken a Formal Position

At the January 30, 2019 Commission meeting, the Commission adopted a support position on two bills. Attachment F contains summaries of these two bills. Both bills have been referred to the Assembly Transportation Committee for consideration. The committee is scheduled to consider AB 252 (Daly) on March 11. The committee has not yet scheduled a hearing date for AB 185 (Grayson).

#### **SENATE TRANSPORTATION COMMITTEE INFORMATIONAL HEARING ON SB 1**

On February 26, the Senate Transportation Committee held a hearing focused on the progress and implementation of Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017). The Commission, along with the California Transportation Agency, the California Department of Transportation (Caltrans), and the Caltrans Inspector General, provided an overview of SB 1 accomplishments from the state's perspective as well as information regarding project oversight and accountability. Senators also heard from other presenters, including local and regional agencies and representatives from the University of California at Davis Institute of Transportation Studies and San Jose State University's Mineta Transportation Institute.

#### **FEDERAL LEGISLATIVE MATTERS:**

On February 7, 2019 the House Committee on Transportation and Infrastructure (T&I) held a hearing entitled "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait." The committee heard testimony from various parties, including the National Governors Association, the U.S. Conference of Mayors, and representatives from the transportation industry.

One recurring theme was the need to establish a reliable source of funding to address the shortfall in the federal Highway Trust Fund.

On February 12, 2019 the Senate Committee on Commerce, Science, and Transportation held a hearing entitled “America’s Infrastructure Needs: Keeping Pace with a Growing Economy.” The hearing focused on opportunities for infrastructure improvement, including federal funding, financing programs, and permitting and regulatory streamlining. The committee heard from representatives from ports, railroads, trucking, and other transportation industries.

On February 26, 2019 the House T&I Committee held another hearing entitled “Examining How Federal Infrastructure Policy Could Help Mitigate and Adapt to Climate Change.” The hearing delved into the role the transportation sector plays in climate change and explored both climate change mitigation and resiliency measures. The committee heard from researchers, environmental advocates, and the airline industry, among others.

On February 26, 2019 the Senate Subcommittee on Transportation and Safety held a hearing entitled “Connecting America: Examining Intermodal Connections Across Our Surface Transportation Network.” The hearing focused on the current multimodal transportation market and infrastructure, stakeholder needs, and how Congress can support multimodal freight movements as part of a surface transportation reauthorization. The subcommittee heard from representatives from ports, railroads, agriculture, and the freight industry.

On March 6, 2019 the Senate Committee on Environment and Public Works held a hearing entitled “Hearing on the Economic Benefits of Highway Infrastructure Investment and Accelerated Project Delivery.” That same day, the House Ways and Means Committee held a hearing entitled “Our Nation’s Crumbling Infrastructure and the Need for Immediate Action.”

Attachments:

- Attachment A: Legislative bills Commission staff is monitoring this session
- Attachment B: AB 371, as introduced
- Attachment C: Letter of support for AB 371
- Attachment D: AB 659, as introduced
- Attachment E: Letter of support for AB 659
- Attachment F: Legislative bills on which the Commission has taken a formal position

## Legislative bills Commission staff is monitoring

### [AB 146](#) **(Quirk-Silva D) State highways: property leases: County of Orange.**

**Current Text:** Introduced: 12/14/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** This bill would authorize the California Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. The bill would specifically authorize the Orange County Housing Finance Trust to enter into these leases.

### [AB 176](#) **(Cervantes D) California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.**

**Current Text:** Amended: 2/25/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2031, and would extend the sales and use tax exclusion until January 1, 2031.

### [AB 226](#) **(Mathis R) Transportation funds: transit operators: fare revenues.**

**Current Text:** Introduced: 1/17/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.

### [AB 245](#) **(Muratsuchi D) California Aerospace and Aviation Commission: establishment.**

**Current Text:** Introduced: 1/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** This bill would establish, within the Governor's Office of Business and Economic Development, the California Aerospace and Aviation Commission consisting of 17 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California. The bill would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and would require the commission to report and provide recommendations to the Governor and the Legislature, as specified.

### [AB 246](#) **(Mathis R) State highways: property leases.**

**Current Text:** Introduced: 1/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** This bill would authorize the California Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month,

subject to certain conditions.

**[AB 285](#) (Friedman D) California Transportation Plan.**

**Current Text:** Amended: 3/6/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require the California Department of Transportation (Caltrans) to address in the California Transportation Plan (CTP) 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 carbon neutrality by 2045. Commencing with the 3rd update to the CTP to be completed by December 31, 2025, the bill would require Caltrans to include specified information in the CTP, including, among other things, a forecast of the impacts of advanced and emerging technologies over a 20-year horizon of infrastructure, access, and transportation systems. This bill also would require the California Transportation Commission to first discuss its recommendations related to the CTP at a specified joint meeting with the California Air Resources Board before submitting those recommendations to the Legislature and the Governor.

**[AB 313](#) (Frazier D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.**

**Current Text:** Amended: 3/5/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require the University of California and the California State University, on or before April 1 of each year, to each submit a report to the California Transportation Agency and specified legislative committees detailing its expenditures from the Road Maintenance and Rehabilitation Account for that fiscal year, including, but not limited to, research activities and administration.

**[AB 371](#) (Frazier D) Transportation: freight: statewide economic vitality assessment.**

**Current Text:** Introduced: 2/5/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require the Governor's Office of Business and Economic Development, in consultation with the California Air Resources Board, the California Transportation Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.

**[AB 380](#) (Frazier D) Office of the Transportation Inspector General.**

**Current Text:** Introduced: 2/5/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would eliminate the Independent Office of Audits and Investigations within the California Department of Transportation and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause.

**[AB 449](#) (Gallagher R) Local alternative transportation improvement program: Feather River crossing.**

**Current Text:** Amended: 3/6/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law, in certain cases, requires the California Transportation Commission to reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable. This bill, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the California Transportation Commission a local alternative transportation improvement program that

addresses transportation problems and opportunities in the area that was to be served by the canceled state facilities.

**[AB 659](#) (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.**

**Current Text:** Introduced: 2/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would establish the California Smart City Challenge Grant Program to enable municipalities to apply to the California Transportation Commission for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters. The bill would make implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and require the source of the moneys to come from Proposition 1B.

**[AB 676](#) (Frazier D) California Transportation Commission: annual report.**

**Current Text:** Introduced: 2/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations and identifying timely and relevant transportation issues facing the state. This bill would instead require the commission to adopt and submit the annual report by December 31 of each year.

**[AB 821](#) (O'Donnell D) Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program.**

**Current Text:** Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the California Department of Transportation to projects nominated pursuant to the California Port Efficiency Program, which this bill would create.

**[AB 847](#) (Grayson D) Transportation finance: priorities: housing.**

**Current Text:** Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require the Department of Housing and Community Development (DHCD), on or before June 30, 2020, and on or before June 30 every year thereafter, to review each housing production report submitted by a city or county to determine if that city or county has met its very low, low-, and moderate-income housing goals, for that reporting period. The bill would require the California Transportation Commission, for the Active Transportation Program and the Local Partnership Program, to give a 10 percent bonus to the selection priority of a project located in a city or county certified by DHCD to have met its moderate-income housing goals. The bill also would delete the transfer of certain miscellaneous revenues deposited in the State Highway Account to the Transportation Debt Service Fund, and instead require these miscellaneous revenues, upon appropriation by the Legislature, to be apportioned by the State Controller to cities and counties eligible to receive an apportionment pursuant to the Local Streets and Roads program, if those cities and counties have been certified by DHCD to have met their very low income or low-income housing goals.

**[AB 905](#) (Chen R) Department of Transportation: Highway Design Manual: fire prone areas.**

**Current Text:** Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law provides that the California Department of Transportation (Caltrans) has full possession and control of the state highway system and associated property. Current law vests

various powers in the department including, among others, the planning, designing, constructing, maintaining, and operating of transportation systems under its jurisdiction. This bill would require Caltrans to update the Highway Design Manual to incorporate the use of k-rails, weed mats, or other fire proofing devices in fire prone areas.

**[AB 1025](#) (Grayson D) Transit and Intercity Rail Capital Program.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.

**[AB 1056](#) (Garcia, Eduardo D) Regional transportation plans: State Air Resources Board: report.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
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**Summary:** Current law requires a regional transportation plan to include, among other things, a sustainable communities strategy or alternative planning strategy prepared by each metropolitan planning organization, which is designed to achieve certain targets for 2020 and 2035 established by the California Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Current law requires the state board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. This bill would instead require this report to be prepared every 2 years.

**[AB 1089](#) (Stone, Mark D) Local transportation funds: transit operators.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Current law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator’s total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Current law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on farebox ratio.

**[AB 1112](#) (Friedman D) Transportation and land use.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would express the intent of the Legislature to enact legislation to encourage the use of micro-mobility transportation.

**[AB 1142](#) (Friedman D) Strategic Growth Council: transportation pilot projects: regional transportation plans.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require the Strategic Growth Council, in consultation with the California Air Resources Board, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to the board for use in a specified report.

**[AB 1226](#) (Holden D) State highways: property leases.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							



**Summary:** This bill would authorize the California Department of Transportation to lease airspace that it owns to a city, county, or other political subdivision or another state agency for emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, subject to specified terms and conditions.

**[AB 1243](#) (Fong R) Traffic Relief Program.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would state the intent of the Legislature to enact legislation that would establish the Traffic Relief Program to address traffic congestion on the state highway system and the local street and road system.

**[AB 1274](#) (Arambula D) California Partnership for the San Joaquin Valley.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** By executive order in 2005, and continued in existence by executive orders in 2006, 2008, and 2010, the California Partnership for the San Joaquin Valley was established as a public-private partnership to, among other things, identify projects and programs that will improve the economic vitality of the San Joaquin Valley. This bill would establish in statute the California Partnership for the San Joaquin Valley for the same purposes. The bill would incorporate language of the executive orders to, among other things, require the partnership to identify projects and programs that will improve the economic vitality of the San Joaquin Valley. Serving on the California Transportation Commission establishes eligibility for appointment by the Governor to a specified class of voting directors in the partnership.

**[AB 1277](#) (Obernolte R) Major transportation infrastructure construction projects: oversight committees.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require a public agency undertaking a publicly funded major transportation infrastructure construction project that is estimated to cost \$500,000,000 or more to form an oversight committee subject to applicable open meeting laws and to develop and use risk management plans throughout the course of the project. The bill would require the oversight committee (1) to be composed of specified individuals, (2) to act as the authority for critical decisions regarding the project, and (3) to have sufficient staff to support decision making.

**[AB 1374](#) (Fong R) Department of Transportation: state highways.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the California Department of Transportation (Caltrans) and the California Transportation Commission and provides that Caltrans has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs Caltrans to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.

**[AB 1413](#) (Gloria D) Transportation: local transportation authorities: transactions and use taxes.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply.

**[AB 1430](#) (Garcia, Eduardo D) State government: public investment opportunities: cost-effective definition.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the California Public Utilities Commission, the California Air Resources Board, the California Transportation Commission, and the California Labor and Workforce Development Agency to invest public moneys on various project and programs. Current law requires

some of those investments to be cost effective. This bill would require these agencies, by January 1, 2021, to provide a joint assessment of options for redefining the term "cost-effective" to the Legislature for the purposes of prioritizing public investment opportunities.

**AB 1442 (Rivas, Luz D) California Transportation Commission.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** In order to perform its duties and functions, existing law requires the California Transportation Commission to organize itself into at least four committees: (1) the Committee on Aeronautics, which shall consider issues related to aeronautics, (2) the Committee on Streets and Highways, which shall consider issues related to streets and highways, (3) the Committee on Mass Transportation, which shall consider issues related to the movement of groups of people within urban areas, and between rural communities and between cities, and (4) the Committee on Planning, which shall be responsible for transportation planning issues. This bill would authorize rather than require the commission to organize itself into at least four committees.

**AB 1456 (Kiley R) Department of Transportation: budget.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law requires the California Department of Transportation (Caltrans) to prepare and submit to the Governor a proposed budget and to include, within the proposed budget, the portion of that budget that is to be funded from the State Highway Account. Current law requires Caltrans to inform the California Transportation Commission of all pertinent assumptions and policy directions it intends to use in preparing the budget. This bill would make nonsubstantive changes to these provisions.

**AB 1515 (Friedman D) California Environmental Quality Act: transit priority areas.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would define transit priority area to mean an area within 1/2 mile of a major transit stop that is existing or planned if the planned stop is scheduled to be completed within the planning horizon included in a transportation improvement program or an applicable regional transportation plan.

**AB 1568 (McCarty D) General plans: housing element: production report: withholding of transportation funds.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require the Department of Housing and Community Development (DHCD), on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each housing production report submitted by a city or county to determine if that city or county has met the applicable minimum housing production goal for that reporting period. This bill would, commencing with the 2022–23 fiscal year and through and including the 2051–52 fiscal year, require cities and counties to be certified in the prior fiscal year by DHCD as meeting its housing production goal in order to remain eligible for an apportionment of Local Streets and Roads program funds from the Road Maintenance and Rehabilitation Account. For each city and county that is not in compliance, the bill would require the State Controller to withhold its Local Streets and Roads fund in a separate escrow account for each city or county. The bill would require the State Controller to distribute the funds in the escrow account to the applicable city or county after the city or county is certified to be in compliance.

**AB 1605 (Ting D) State highways.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law establishes the California Department of Transportation (Caltrans) and the California Transportation Commission and provides that Caltrans has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs Caltrans to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make a nonsubstantive change to this provision.

**[AB 1748](#) (Bonta D) Transportation Finance Bank.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current law authorizes the California Department of Transportation to act as a lender in administering the Transportation Finance Bank consistent with federal law, pursuant to which loans are made to fund transportation projects subject to repayment from transportation revenues available at a later time. This bill would make nonsubstantive changes to those provisions.

**[AB 1810](#) (Committee on Transportation) Transportation.**

**Current Text:** Introduced: 3/4/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would exclude the California Transportation Commission from the California Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.

**[SB 5](#) (Beall D) Local-State Sustainable Investment Incentive Program.**

**Current Text:** Introduced: 12/3/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.

**[SB 7](#) (Portantino D) State Highway Route 710.**

**Current Text:** Introduced: 12/3/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property, if the tenant is a nonprofit organization or a city.

**[SB 59](#) (Allen D) Automated vehicle technology: Statewide policy.**

**Current Text:** Introduced: 12/19/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions, reduce traffic congestion and vehicle miles traveled, and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor's office, in coordination with the California Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the California Transportation Agency, and the California Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with statewide policies as specified.

**[SB 127](#) (Wiener D) Transportation funding: active transportation: complete streets.**

**Current Text:** Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** This bill would require the California Transportation Commission to give highest priority to projects funded from the State Highway Account that improve accessibility for all users of the transportation system and that improve the efficiency of moving people within existing roadways, reduce vehicle miles traveled, and promote public health. The bill would require the commission, in connection with the California Department of Transportation's (Caltrans) asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system. The bill would require that State Highway Operation and Protection Program projects include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users. The bill also would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the California Transportation Agency be assigned to give attention to active

transportation program matters.

**[SB 128](#) (Beall D) Enhanced infrastructure financing districts: bonds: issuance.**

**Current Text:** Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.

**[SB 137](#) (Dodd D) Federal transportation funds: state exchange programs.**

**Current Text:** Introduced: 1/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the California Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds.

**[SB 162](#) (Galgiani D) California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.**

**Current Text:** Introduced: 1/24/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2030, and would extend the sales and use tax exclusion until January 1, 2030.

**[SB 211](#) (Beall D) State highways: leases.**

**Current Text:** Introduced: 2/4/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law requires the California Department of Transportation (Caltrans) to consider future lease potential of areas above or below state highway projects when planning new state highway projects and requires this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development. This bill would instead authorize, rather than require, Caltrans to undertake these activities.

**[SB 356](#) (McGuire D) North Coast Railroad Authority: rail right-of-way: Sonoma-Marín Area Rail Transit District.**

**Current Text:** Introduced: 2/19/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** This bill would require the North Coast Railroad Authority, within 90 days of removing all of its debts, liabilities, and contractual obligations, to convey and transfer its rights, interests, privileges, and title, lien free, relating to a specified rail right-of-way, its licenses and certificates of public convenience and necessity, any common carrier obligations held by the authority or an associated freight operator, and the railroad assets the authority owns to the Sonoma-Marín Area Rail Transit District. The bill also would require the district to create and maintain a trail that runs in, or parallel to, the right-of-way, as appropriate, and connects to the district's bicycle and pedestrian pathways to the

extent feasible.

**SB 498 (Hurtado D) Transit and Intercity Rail Capital Program.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.

**SB 504 (Monning D) Transportation.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law provides various sources of revenue for transportation purposes. This bill would state the intent of the Legislature to enact legislation that would ensure transportation is available for all persons.

**SB 526 (Allen D) Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.**

**Current Text:** Introduced: 2/21/2019 [html](#) [pdf](#)

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** Current law requires the California Air Resources Board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Under current law, the action element of a regional transportation plan describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. This bill would require the state board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target and to notify the California Transportation Commission of these determinations.

**SB 628 (Caballero D) Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183.**

**Current Text:** Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	<b>Policy</b>	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

**Summary:** This bill would require the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the California Transportation Commission, with the concurrence of the California Transportation Agency for Monterey County, for other state highway projects in that county, as specified. The bill would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

**Total Measures: 47**

**Total Tracking Forms: 47**

**ASSEMBLY BILL**

**No. 371**

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**Introduced by Assembly Member Frazier**

February 5, 2019

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An act to amend Section 13978.8 of, and to add Section 12096.3.5 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 371, as introduced, Frazier. Transportation: freight: statewide economic vitality assessment.

The Economic Revitalization Act establishes the Governor's Office of Business and Economic Development, also known as GO-Biz, to serve as the Governor's lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. The act authorizes the office, among other things, to make recommendations to the Governor and the Legislature regarding policies, programs, and actions to advance statewide economic goals.

This bill would require GO-Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.

Existing law requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years

thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight.

This bill would require the Transportation Agency to incorporate the findings of the assessment into the state freight plan, as specified.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) In 2013, the Legislature enacted Chapter 223 of the Statutes  
4 of 2013, which required the Transportation Agency to develop a  
5 state freight plan that provides for governance of the immediate  
6 and long-range planning activities and capital investments of the  
7 state with respect to the movement of freight.

8 (b) In 2014, the final California Freight Mobility Plan was  
9 completed by the Transportation Agency and the Department of  
10 Transportation in consultation with the California Freight Advisory  
11 Committee, and was submitted to the Legislature, the Governor,  
12 the California Transportation Commission, the Public Utilities  
13 Commission, and the State Air Resources Board.

14 (c) In July 2015, Governor Brown issued Executive Order No.  
15 B-32-15, which directed the Secretary of Transportation, the  
16 Secretary for Environmental Protection, and the Secretary of the  
17 Natural Resources Agency to lead other relevant state departments  
18 in developing an integrated action plan by July 2016 that  
19 “establishes clear targets to improve freight efficiency, transition  
20 to zero-emission technologies, and increase competitiveness of  
21 California’s freight system.” Participating state departments include  
22 the State Air Resources Board, the Department of Transportation,  
23 the State Energy Resources Conservation and the Development  
24 Commission, and the Governor’s Office of Business and Economic  
25 Development.

26 (d) In July 2016, the California Sustainable Freight Action Plan  
27 was completed in response to Executive Order No. B-32-15 and  
28 included recommendations on, among other things, “[a] long-term  
29 2050 Vision and Guiding Principles for California’s future freight

”

1 transport system,” and “[t]argets for 2030 to guide the State toward  
2 meeting the Vision.”

3 (e) Efforts by the state, private industry, and seaports that have  
4 resulted in emissions reductions and improvements in  
5 environmental quality at California’s seaports over the past decade  
6 have been substantial, significant, and unprecedented.

7 (f) Improving the efficiency of California’s freight transport  
8 system is vital to the state’s economy. Traditional routes of moving  
9 freight face increasing competition from across the globe, and  
10 California’s system should anticipate and stay ahead of these  
11 changes. Currently, California is the nation’s largest gateway for  
12 international trade and domestic commerce, with an interconnected  
13 system of ports, railroads, highways, and roads that allow freight  
14 from around the world to move throughout the state and nation.  
15 This system is responsible for one-third of the state’s economic  
16 product and jobs, with freight-dependent industries accounting for  
17 over \$740,000,000,000 in gross domestic product and over five  
18 million jobs in 2014. However, California’s freight transport system  
19 is under pressure to serve the state’s growing population and satisfy  
20 dynamic market demands, while other locations in the United  
21 States and across the world are fiercely competing for this  
22 economic activity.

23 (g) Maintaining the state’s cargo competitiveness is not just an  
24 imperative for the economic health of California but is necessary  
25 to preserve reductions in emissions of greenhouse gases. Studies  
26 have demonstrated that when California loses market share and  
27 volumes of imports to other ports and gateways on the Gulf and  
28 Atlantic coasts that increases of emissions of greenhouse gases  
29 associated with this diversion are substantial. Emissions of  
30 greenhouse gases are, on average, 22 percent higher when cargo  
31 that originates in the Far East is diverted from West Coast ports  
32 in favor of East Coast and Gulf Coast ports.

33 SEC. 2. Section 12096.3.5 is added to the Government Code,  
34 immediately following Section 12096.3, to read:

35 12096.3.5. (a) The office, in consultation with the State Air  
36 Resources Board, the California Transportation Commission, and  
37 the Transportation Agency, shall prepare a statewide economic  
38 vitality assessment of the California freight industry.

”



1 (b) The assessment shall expand on the California Sustainable  
2 Freight Action Plan developed pursuant to Executive Order No.  
3 B-32-15 and shall do all of the following:

4 (1) Identify the economic competitiveness of all sectors of  
5 freight movement and an appropriate baseline as a means to  
6 compare economic growth in California.

7 (2) Identify and develop metrics to measure financial  
8 performance, market share performance, workforce performance,  
9 and overall economic performance by freight group.

10 (3) Identify the ability of the freight sector to successfully  
11 compete with other states and countries as measured by using  
12 existing comparable metrics.

13 (4) Identify and develop goals to increase economic  
14 competitiveness and the ability to track these goals.

15 (5) Identify strategies California is employing to address freight  
16 mobility issues that affect freight economic competitiveness, such  
17 as truck bottlenecks, inefficiencies, and congestion, and recommend  
18 to the California Transportation Commission and the  
19 Transportation Agency complementary or additional strategies to  
20 reduce these mobility issues.

21 (6) Identify challenges the freight industry faces in meeting the  
22 state's emission reduction goals and emission-reducing regulations  
23 and how these challenges may affect the overall vitality of moving  
24 freight in the state, and recommend strategies the state can use to  
25 address these challenges.

26 (7) Ensure economic competitiveness is being prioritized in the  
27 freight sector.

28 (c) In developing the assessment, the office shall consult with  
29 representatives from a cross section of public and private sector  
30 freight stakeholders, including representatives of ports, shippers,  
31 carriers, freight-related associations, the freight industry workforce,  
32 the Department of Transportation, the Public Utilities Commission,  
33 the State Lands Commission, the State Air Resources Board,  
34 regional and local governments, and environmental, safety, and  
35 community organizations.

36 (d) The office shall prepare the assessment on or before  
37 December 31, 2021, and shall update the assessment at least once  
38 every five years.

39 SEC. 3. Section 13978.8 of the Government Code is amended  
40 to read:

”

1 13978.8. (a) The Transportation Agency shall prepare a state  
2 freight plan. The state freight plan shall comply with the relevant  
3 provisions of the federal Moving Ahead for Progress in the 21st  
4 Century Act (MAP-21), Public Law 112-141. The agency shall  
5 develop a state freight plan that provides a comprehensive plan to  
6 govern the immediate and long-range planning activities and capital  
7 investments of the state with respect to the movement of freight.

8 (b) (1) The agency shall establish a freight advisory committee  
9 consisting of a representative cross section of public and private  
10 sector freight stakeholders, including representatives of ports,  
11 shippers, carriers, freight-related associations, the freight industry  
12 workforce, the California Transportation Commission, the  
13 Department of Transportation, the Public Utilities Commission,  
14 the State Lands Commission, the State Air Resources Board,  
15 regional and local governments, and environmental, safety, and  
16 community organizations.

17 (2) The freight advisory committee shall do all of the following:

18 (A) Advise the agency on freight-related priorities, issues,  
19 projects, and funding needs.

20 (B) Serve as a forum for discussion for state transportation  
21 decisions affecting freight mobility.

22 (C) Communicate and coordinate regional priorities with other  
23 organizations.

24 (D) Promote the sharing of information between the private and  
25 public sectors on freight issues.

26 (E) Participate in the development of the state freight plan.

27 (c) The state freight plan shall include, at a minimum, all of the  
28 following:

29 (1) An identification of significant freight system trends, needs,  
30 and issues.

31 (2) A description of the freight policies, strategies, and  
32 performance measures that will guide freight-related transportation  
33 investment decisions.

34 (3) A description of how the state freight plan will improve the  
35 ability of California to meet the national freight goals established  
36 under Section 167 of Title 23 of the United States Code.

37 (4) Evidence of consideration of innovative technologies and  
38 operational strategies, including intelligent transportation systems,  
39 that improve the safety and efficiency of freight movement.

”

1 (5) In the case of routes on which travel by heavy vehicles,  
2 including mining, agricultural, energy cargo or equipment, and  
3 timber vehicles, is projected to substantially deteriorate the  
4 condition of roadways, a description of improvements that may  
5 be required to reduce or impede the deterioration.

6 (6) An inventory of facilities with freight mobility issues, such  
7 as truck bottlenecks within California, and a description of the  
8 strategies California is employing to address those freight mobility  
9 issues.

10 (d) Notwithstanding Section 10231.5, the state freight plan shall  
11 be submitted to the Legislature, the Governor, the California  
12 Transportation Commission, the Public Utilities Commission, and  
13 the State Air Resources Board on or before December 31, 2014,  
14 and every five years thereafter. The state freight plan shall be  
15 submitted pursuant to Section 9795.

16 (e) The state freight plan required by this section may be  
17 developed separately from, or incorporated into, the statewide  
18 strategic long-range transportation plan required by Section 135  
19 of Title 23 of the United States Code.

20 (f) The freight rail element of the state freight plan may be  
21 developed separately from, or incorporated into, the state rail plan  
22 prepared by the Department of Transportation pursuant to Section  
23 14036.

24 (g) (1) *The Transportation Agency shall incorporate the*  
25 *findings of the statewide economic vitality assessment of the*  
26 *California freight industry, which is prepared by the Governor's*  
27 *Office of Business and Economic Development pursuant to Section*  
28 *12096.3.5, into the 2019 state freight plan as an addendum by*  
29 *December 31, 2022.*

30 (2) *The Transportation Agency shall incorporate the findings*  
31 *of the statewide economic vitality assessment of the California*  
32 *freight industry into the 2024 state freight plan.*

33 (3) *The Transportation Agency shall incorporate the findings*  
34 *of the most recent update to the statewide economic vitality*  
35 *assessment of the California freight industry into each new state*  
36 *freight plan.*

## Attachment C

FRAN INMAN, Chair  
PAUL VAN KONYENBURG, Vice Chair  
BOB ALVARADO  
YVONNE B. BURKE  
LUCETTA DUNN  
JAMES C. GHIELMETTI  
CARL GUARDINO  
CHRISTINE KEHOE  
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

SENATOR JIM BEALL, Ex Officio  
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



## CALIFORNIA TRANSPORTATION COMMISSION

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March 13, 2019

The Honorable Jim Frazier  
Chair of the Assembly Transportation Committee  
State Capitol, Room 3091  
Sacramento, CA 95814

Re: Support for Assembly Bill 371

Dear Chairman Frazier,

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature on state transportation policies and makes recommendations for legislation to improve California's transportation system.

The Commission adopted a position to support Assembly Bill (AB) 371 at its March 13, 2019 meeting. This bill requires the Governor's Office of Business and Economic Development (GO-Biz), in consultation with the California Air Resources Board, the Commission, and the California Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill also requires GO-Biz to identify specified information in the assessment and to work with representatives from a cross section of public and private sector freight stakeholders in developing the assessment.

Addressing the need to move people and freight, meet environmental and livability goals, and expand California's economy in a sustainable manner through wise transportation planning and

Assembly Member Frazier  
RE: Support for Assembly Bill 371  
March 13, 2019  
Page 2

investments is of great importance. In our 2018 Annual Report to the Legislature, the Commission advocates for better communication and integration to support sustainable freight transportation by engaging the freight industry, seeking data for state freight flows throughout rural and metropolitan areas, and gauging future freight demands. The passage of AB 371 would help address these statewide freight issues.

The Commission commends your leadership on this state freight transportation issue. Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Ms. Susan Bransen, at 916-654-4245.

Sincerely,

FRAN INMAN  
Chair

c: Commissioners, California Transportation Commission  
Susan Bransen, California Transportation Commission, Executive Director  
The Honorable Vince Fong, Assembly Transportation Committee, Vice Chair  
The Honorable Jim Beall, Senate Transportation Committee, Chair  
The Honorable Shannon Grove, Senate Transportation Committee, Vice Chair  
Brian Annis, California State Transportation Agency, Secretary  
Chris Dombrowski, Governor's Office of Business and Economic Development, Chief Deputy

**Introduced by Assembly Member Mullin**

February 15, 2019

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An act to add Chapter 3.5 (commencing with Section 14540) to Part 5.3 of Division 3 of Title 2 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 659, as introduced, Mullin. Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.

Existing 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.

This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
 State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Chapter 3.5 (commencing with Section 14540)  
 2 is added to Part 5.3 of Division 3 of Title 2 of the Government  
 3 Code, to read:

4  
 5 CHAPTER 3.5. CALIFORNIA SMART CITY CHALLENGE GRANT  
 6 PROGRAM  
 7

8 14540. The California Smart City Challenge Grant Program  
 9 is hereby established to enable municipalities to compete for grant  
 10 funding for emerging transportation technologies to serve their  
 11 transportation system needs.

12 14541. It is the intent of the Legislature that the program  
 13 encourage municipalities to incorporate advanced data and  
 14 intelligent transportation system technologies and applications into  
 15 their transportation planning efforts in order to accomplish the  
 16 following program goals:

- 17 (a) Reduce congestion.
- 18 (b) Keep travelers safe.
- 19 (c) Meet environmental and climate change goals.
- 20 (d) Enhance mobility.
- 21 (e) Connect underserved communities.
- 22 (f) Support economic vitality.
- 23 (g) Attract private investment.
- 24 (h) Spur innovation.

25 14542. On or before July 1, 2020, the commission shall form  
 26 the California Smart City Challenge Workgroup to guide the  
 27 commission on program matters including, but not limited to, the  
 28 development of, and subsequent revisions to, the guidelines  
 29 developed pursuant to Section 14543, schedules and procedures,  
 30 project selection criteria, performance measures, and evaluations.  
 31 The workgroup may include, but shall not be limited to,  
 32 representatives of local governmental agencies from both urban  
 33 and rural areas, local transportation organizations from both urban  
 34 and rural areas, local transit unions, and the University of  
 35 California’s Institute of Transportation Studies.

”

1 14543. (a) On or before March 1, 2021, the commission, in  
2 consultation with the California Smart City Challenge Workgroup  
3 formed pursuant to Section 14542, shall develop guidelines for  
4 the program. The commission may revise the guidelines as  
5 necessary. The commission shall adopt the guidelines or revised  
6 guidelines following at least two public hearings.

7 (b) The guidelines shall include project selection criteria and  
8 define the types of projects eligible for funding through the  
9 program. The guidelines shall require that an eligible project serve  
10 one or more of the goals described in Section 14541 and may favor  
11 a project that serves more than one of those goals.

12 (c) The guidelines shall not be subject to the requirements of  
13 the Administrative Procedure Act (Chapter 3.5 (commencing with  
14 Section 11340) of Part 1 of Division 3 of Title 2 of the Government  
15 Code).

16 14544. Implementation of the grant program is contingent upon  
17 an appropriation in the annual Budget Act for purposes of the  
18 California Smart City Challenge Grant Program, not to exceed ten  
19 million dollars (\$10,000,000). The source of the moneys shall be  
20 Proposition 1B, as defined in subdivision (c) of Section 16773 of  
21 the Government Code, generally, with the specific source to be  
22 proposed by the commission.

O

”



FRAN INMAN, Chair  
PAUL VAN KONYNENBURG Vice Chair  
BOB ALVARADO  
YVONNE B. BURKE  
LUCETTA DUNN  
JAMES C. GHIELMETTI  
CARL GUARDINO  
CHRISTINE KEHOE  
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

SENATOR JIM BEALL, Ex Officio  
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



## CALIFORNIA TRANSPORTATION COMMISSION

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(916) 654-4245  
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March 13, 2019

The Honorable Kevin Mullin  
Speaker Pro Tempore of the Assembly  
State Capitol, Room 3160  
Sacramento, CA 95814

Re: Support for Assembly Bill 659

Dear Assembly Member Mullin,

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature on state transportation policies and makes recommendations for legislation to improve California's transportation system.

The Commission adopted a position to support in concept Assembly Bill (AB) 659 at its March 13, 2019 meeting. This bill establishes the California Smart City Challenge Grant Program to enable municipalities to apply to the Commission for grant funding for emerging transportation technologies to serve their transportation system needs. The bill makes implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and requires the source of the moneys to come from Proposition 1B.

The Commission understands the value of incentivizing local jurisdictions to work with technology companies and consider solutions beyond the traditional transportation paradigm. In its 2017 Annual Report to the Legislature, the Commission recommended the Legislature create a

Assembly Member Mullin  
RE: Support for Assembly Bill 659  
March 13, 2019  
Page 2

pilot program to accelerate the testing and adoption of advanced technologies in municipalities within the state. Thus, the Commission supports in concept the program created by AB 659, though it encourages you to consider alternative fund sources since Proposition 1B funds currently support specific programs identified in the bond measure.

The Commission commends your leadership in encouraging communities to consider the incoming transportation changes brought by advancing technologies. Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Ms. Susan Bransen, at 916-654-4245.

Sincerely,

FRAN INMAN  
Chair

c: Commissioners, California Transportation Commission  
The Honorable Jim Frazier, Assembly Transportation Committee, Chair  
The Honorable Vince Fong, Assembly Transportation Committee, Vice-Chair  
The Honorable Jim Beall, Senate Transportation Committee, Chair  
The Honorable Shannon Grove, Senate Transportation Committee, Vice Chair  
Susan Bransen, California Transportation Commission, Executive Director  
Brian Annis, California State Transportation Agency, Secretary

# Attachment F

## Bills on which the Commission has taken a formal position

**[AB 185](#) (Grayson D) California Transportation Commission: transportation policies: joint meetings.**

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** 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 require the Department of Housing and Community Development to participate in those joint meetings.

**Position**  
Support

**[AB 252](#) (Daly D) Department of Transportation: environmental review process: federal program.**

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

**Summary:** Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.

**Position**  
Support

**Total Measures: 2**  
**Total Tracking Forms: 2**