

# Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

## MEMORANDUM

TO: Transportation, Water, and Infrastructure Committee  
c/o John Cunningham, Committee Staff

FROM: Mark Watts

DATE: March 23, 2018

SUBJECT: April 2018 TWIC Report

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### **New Senate Leadership**

On March 21, State Senator Toni Atkins (D - San Diego) replaced Senator Kevin DeLeon as the President pro Tem of the Senate. Previously, Senator Atkins served as Speaker of the State Assembly and was a member of the San Diego City Council.

It is anticipated that there will be changes in senior Senate positions as Senator Atkins pulls together her "team" and this will also likely include shifts in the chairs and membership of several committees.

### **California Transportation Commission Acts to Approve 2018 STIP and SHOPP**

The California Transportation Commission (CTC) was also busy at work on Wednesday, March 21st. Among other actions taken, the CTC approved the 2018 State Transportation Improvement Program (STIP), which designates over \$3 billion in funding in the next five years. The plan reverses \$1.5 billion in cuts that had to be made in the 2016 STIP due to falling transportation revenues. The passage of SB 1 now allows the previously dropped projects to be restored and a host of new capacity-enhancing state highway, intercity rail, and transit projects to be added.

For Contra Costa County two key projects will now be able to move forward:

- ⇒ Route 4 Operational Improvements, \$7.5 million
- ⇒ Restore the Route 680/4 Interchange, \$18.8 million.

In addition, the CTC also adopted the 2018 State Highway Operation and Protection Program (SHOPP) of \$18 billion over the next four years. Once again, SB 1 revenues will provide the critical underpinning of the program which features essential maintenance and repairs to the state highway system. This allocation also underscores the emphasis in SB 1 on "fix it first" projects that will help increase safety and reduce operating costs for highway users.

### **Proposition 69 and Status of SB 1 Repeal Initiative - Updates**

Proposition 69 – The COALITION TO PROTECT LOCAL TRANSPORTATION IMPROVEMENTS (CPLTI) was formed by the Fix Our Roads (FOR) coalition to support this measure on the June 2018 ballot.

At present, key members of the CPLTI include the League of Cities, CSAC and a growing group of allied organization such as Transportation California, labor, and individual communities. In essence, the Coalition members come from business, labor, local government, transportation advocates and taxpayers.

Recent polling by the coalition indicates that there are key messages for the campaign effort: (1) Prop 69 protects new transportation funds from being diverted, (2) ensuring they may only be used for transportation purposes.

**SB 1 Repeal Initiative** - The proponents of the initiative measure to repeal SB 1 appear to have re-engaged in their efforts after a hiatus of funded signature gathering.

CPTLI will also continue to mobilize against this repeal initiative measure should it receive the requisite number of acceptable signatures

### **New Legislation of Interest**

#### *AB 2923 (Chiu) – BART TOD*

This bill directs the BART Board to develop new TOD guidelines that establish new local zoning requirements for property controlled by BART within ½ mile of a BART station and would then require that local jurisdictions to adopt an ordinance that accepts the application of the guidelines within 2 years of the BART Board approval.

Beyond this, in the event that local zoning remains out of consistency, BART is authorized to approve local zoning standards for BART-owned property within ½ mile of a station entrance.

#### *SB 827 (Wiener) – Transit Rich Housing Bonus*

This bill requires local governments to grant a “bonus” for transit rich housing projects that incorporate a range of planning standards such as inclusionary housing requirements and relocation programs. The bill defines “transit-rich” housing projects as residential projects within either ½ mile of a major transit stop or ¼ mile of a ‘high quality transit corridor’.

Zoning exemptions to be considered as part of the bonus include relief from controls on residential density, maximum parking standards, and maximum building height limits. On this last point, the bill has been amended to specify the bill’s allowable maximum building height at 85’, except for parcels facing streets less than 70’ in width; these would have maximum building height standards of 55’.

### **Legislative Calendar**    *Upcoming Hearings of Interest:*

#### *Senate*

**March 22 – April 2** - Legislative Spring Recess (no hearings or meetings)

**April 3** – Joint Transportation and Budget Subcommittee #2 meeting to consider the High-Speed Rail Authority (HSRA) *Draft* 2018 Business Plan.

#### *Assembly*

**April 2** – Assembly Transportation Committee is set to consider the High-speed Rail Authority *Draft* Business Plan