

Draft TAMC Bill Matrix – February 21, 2018

Measure	Status	Bill Summary	Position
AB 1250 Jones-Sawyer Counties and cities: contracts for personal services	9/11/17 Senate Rules	This bill would allow a county or city agency to contract for personal services currently or customarily performed by county employees, would require the county or city to demonstrate that the proposed contract will result in overall costs savings and also to show that the contract does not cause the displacement of county or city workers. Would require that the county or city conduct a cost-benefit analysis prior to entering into the contract and would require the prospective contractors to reimburse the cost of the analysis. Last amended on 9/5/17	Oppose Priority NA Letter sent 5/31/17
AB 1395 Chu State Highways: Litter cleanup	2/17/18 Senate Rules Committee	This bill would require Caltrans, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by Caltrans to have the highest incidences of litter, and to reallocate existing litter cleanup resources as necessary. TAMC may want the author to consider amending the bill to add priority for state-designated "scenic" highways.	Oppose unless amended Priority NA
AB 1756 Brough Repeal of Transportation Funding	1/16/18 Assembly Transportation Committee	This bill would repeal SB 1, which provides \$5.2 billion annually in transportation funding for repairing local streets and roads, public transportation and repairing and providing congestion relief on highways.	Oppose Priority 1S
AB 1759 McCarty Housing element production: withholding transportation funding	2/12/18 Assembly Transportation Committee	This bill would require cities and counties to meet their regional housing needs assessment targets to remain eligible for transportation funds through SB 1. For each city and county not in compliance with this requirement, the bill would require the Controller to withhold the apportionment of funds that would otherwise be distributed to the city or county for the fiscal year and deposit those funds in a separate escrow account for each city or county that is not in compliance, to be distributed after the city or county is certified to be in compliance.	Oppose Priority 1S
AB 1866 Fong Transportation Funding	2/12/18 Introduced	This bill is a reintroduction of AB 496 (Fong), which was the Assembly Republican transportation plan. The bill would rely upon current General Fund proceeds to fund transportation including: revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. Revenues would be divided 40/40/20 between the State Highway Operation and Protection Program, local streets and roads for cities and counties, and the State Transportation Improvement program, respectively.	Watch Priority 1S
AB 1901 Obernolte CEQA: roadway project exemptions	1/22/18 Introduced	CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption indefinitely.	Support Priority 6S

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AB 1969 Salas Transit Operators: fare revenues	1/ 30/18 Introduced	Spot bill related to the ratio of fare revenues to operating costs under the Transportation Development Act (TDA). TAMC may request author consider an amendment pursuant to priority 11S, to remove the TDA Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit	Watch Priority 11S
AB 2864 Limon Oil Spills	2/16/18 Introduced	This bill would designate the California Coastal Commission as a trustee for coastal zone resources affected by oil spills and related responses.	Watch Priority 10S
AB 2919 Frazier Transportation Permits	2/16/18 Introduced	Spot bill to require all permitting agencies that interact with Caltrans, including the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, to approve and complete permits within a 2-year timeframe.	Watch Priority 9S
AB 3124 Bloom Bus Length: bike racks	2/16/18 Introduced	Existing law imposes a 40-foot limitation on vehicle lengths. Existing law exempts from this limitation an articulated bus or trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches.	Support Priority 5S
SB 760 Wiener Urban Street Design	1/30/18 Assembly Rules Committee	This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria for the planning and construction of bikeways, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides.	Support Priority 5S
SB 827 Wiener Transit-rich Housing Bonus	1/3/18 Introduced	This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2-mile radius of a major transit stop or a 1/4-mile radius of a high-quality transit corridor. The bill would exempt a project awarded a housing opportunity bonus from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations.	Watch Priority 5S

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SB 1119 Newman Low Carbon Transit Operations Program	2/13/18 Introduced	The Cap and Trade Program dedicates 5% of auction proceeds to the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions. Program recipients with service areas including disadvantaged communities must expend at least 50% of LCTOP funds on projects or services that benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, transit connections, or technology improvements that reduce emissions of greenhouse gases.	Support Priority 8S
SB 1236 Monning Commercial Driver's License: education	2/15/18 Introduced	This bill would require DMV, by no later than June 5, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including specified minimum hours of behind-the-wheel training and in compliance with the requirements of specified federal regulations. TAMC supported previous iterations of the bill (SB 158 of 2017 and SB 344 of 2015).	Support Priority 12S
SB 1262 Newman Construction Manager/ General Contractor Procurement Method	2/15/18 Introduced	This bill would remove the cap on the number of projects for which the department is authorized to use the Construction Manager/ General Contractor method (currently limited to 24 projects) and eliminate the minimum construction costs limitation (currently \$10 million). The bill would delete the requirements to use department employees or consultants to perform specified services. If the current restrictions on this procurement method were lessened, TAMC and Caltrans may consider using this method for the State Route 156 project.	Support Priority 3S
SB 1328 Beall Mileage-based user fee	2/16/18 Introduced	Existing law requires the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee to guide the development of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.	Watch Priority: 7S