

## TAMC Bill Matrix – April 25, 2018

Measure	Status	Bill Summary	Position
<b>AB 1250</b> <b>Jones-Sawyer</b>  <b>Counties and cities:</b> <b>contracts for personal</b> <b>services</b>	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. <b>Last amended on 9/5/17</b>	<b>Oppose</b>  <b>Priority NA</b>  Letter sent 5/31/17
<b>AB 1395</b> <b>Chu</b>  <b>State</b> <b>Highways:</b> <b>Litter cleanup</b>	4/19/18  Senate Transportation & Housing	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. The bill would also require Caltrans on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings. The bill would require Caltrans to consult with interested stakeholders that may include city and county officials in the development of the report. <b>Last amended on 1/22/18</b>  TAMC wants the author to consider amending the bill to add priority for state-designated "scenic" highways.	<b>Oppose</b> <b>unless</b> <b>amended</b>  <b>Priority NA</b>  Letter sent 4/3/18
<b>AB 1756</b> <b>Brough</b>  <b>Repeal of</b> <b>Transportation</b> <b>Funding</b>	1/16/18  Assembly Transportation	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.	<b>Oppose</b>  <b>Priority 1S</b>  Letter sent 4/3/18
<b>AB 1759</b> <b>McCarthy</b>  <b>Housing element</b> <b>production:</b> <b>withholding</b> <b>transportation funding</b>	2/12/18  Assembly Transportation	<del>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. Last amended on 4/9/18</del>  <b>This bill has been gutted and amended for an entirely different purpose and is no longer relevant.</b>	<b>Oppose</b>  <b>Priority 1S</b>  Letter sent on 4/3/18
<b>AB 1866</b> <b>Fong</b>  <b>Transportation</b> <b>Funding</b>	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.	<b>Watch</b>  <b>Priority 1S</b>

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<b>AB 1901</b> <b>Obernolte</b>  <b>CEQA: roadway project exemptions</b>	4/25/18  Assembly Floor	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.	<b>Support</b>  <b>Priority 6S</b>  Letter sent on 4/3/18
<b>AB 1905</b> <b>Greyson</b>  <b>CEQA: judicial review: transportation projects</b>	4/16/18  Assembly Natural Resources  Set for hearing on 4/16/18	This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings. <b>Amended on 3/12/18</b> Held in Committee on April 16. No vote taken.	<b>Watch</b>  <b>Priority 6S</b>
<b>AB 1969</b> <b>Salas</b>  <b>Transportation Planning Agencies: Transit Operators: fare revenue ratios: exemptions</b>	4/23/18  Assembly Transportation	This bill would authorize a transportation planning agency to grant an exemption, for up to five years, to an operator that fails to maintain the applicable fare-revenue-to-cost ratio if, based on that agency's determination, an exemption is appropriate. The bill would require the agency to consider specified factors in determining whether to grant the exemption. The would authorize an operator granted an exemption to be allocated the revenues it would have qualified for had it maintained the applicable ratios. <b>Last amended on 4/18/18</b>  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.	<b>Watch</b>  <b>Priority 11S</b>
<b>AB 2006</b> <b>Eggman</b>  <b>Agricultural Worker Clean Transportation Investment Program.</b>	4/16/18  Assembly Appropriations	Establishes the Agricultural Worker Clean Transportation Investment Program, which would be administered by the ARB to fund the deployment of near-zero-emission and zero-emission vehicles used for agricultural vanpools serving disadvantaged or low-income communities to reduce greenhouse gas emissions, funded through from the Greenhouse Gas Reduction Fund. <b>Last amended on 4/18/18 to add co-authors.</b>  Monterey County Board of Supervisors support this bill; Assembly Member Caballero is a principal co-author.	<b>SUPPORT</b>  <b>Priority 12S</b>

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<b>AB 2249</b> <b>Cooley</b>  <b>Contract thresholds for public projects: local agencies</b>	4/19/18  Senate Desk	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency to become subject to uniform construction cost accounting procedures. Existing law declares that these procedures promote statewide uniformity of the cost accounting standards and bidding procedures on construction work performed or contracted by public entities. The act authorizes public projects of \$45,000 or less to be performed by the employees of a public agency, authorizes public projects of \$175,000 or less to be let to contract by informal procedures, and requires public projects of more than \$175,000 to be let to contract by formal bidding procedures.</p> <p>This bill would instead authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures.</p>	<b>SUPPORT</b>  <b>Priority NA</b>
<b>AB 2363</b> <b>Friedman</b>  <b>Speed Limits</b>	4/20/18  Assembly Transportation	<p>This bill would allow Caltrans or a local authority to round speed limits within the 85<sup>th</sup> percentile of traffic speed, based on an engineering study and other factors, and allows for speed limits to be reduced by 5 mph.</p>	<b>Watch</b>  <b>Priority NA</b>
<b>AB 2615</b> <b>Carillo</b>  <b>State highway system: accessibility for bicycles and pedestrians</b>	4/24/18  Assembly Appropriations	<p>This bill would require Caltrans, to the extent possible and where feasible, to partner with the California Department of Parks and Recreation and other appropriate public agencies in order to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to any parks adjacent or connected to the state highway system. <b>Last amended on 3/21/18</b></p>	<b>SUPPORT</b>  <b>Priority 5S</b>
<b>AB 2864</b> <b>Limon</b>  <b>Oil Spills</b>	4/10/18  Assembly Appropriations	<p>The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act generally requires the administrator for oil spill response, acting at the direction of the Governor, to implement activities relating to oil spill response, including emergency drills and preparedness, and oil spill containment and cleanup. The act requires the administrator to coordinate all actions required by state or local agencies to assess injury to, and provide full mitigation for injury to, or to restore, rehabilitate, or replace, natural resources, including wildlife, fisheries, wildlife or fisheries habitat, beaches, and coastal areas, that are damaged by an oil spill.</p> <p>This bill, for spills affecting coastal resources, would require the administrator to request that the California Coastal Commission or the San Francisco Bay Conservation and Development Commission, as applicable according to jurisdiction, provide the state trustees with a written assessment of the extent, value, and level of damage or injury to coastal resources, including, but not limited to, public access, coastal wetlands and habitats, and coastal recreation. The bill would require the applicable commission's findings to be integrated into the final damage assessment and restoration plan, and would require the administrator to consult with the applicable commission on potential restoration and mitigation measures for inclusion in the plan. <b>Last amended on 4/24/18</b></p>	<b>Watch</b>  <b>Priority 10S</b>

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<b>AB 2919</b> <b>Frazier</b>  <b>Transportation Permits</b>	4/24/18  Assembly Environmental Safety & Toxic Materials	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. Bill held in committee April 24.	<b>Watch</b>  <b>Priority 9S</b>
<b>AB 3124</b> <b>Bloom</b>  <b>Bus Length: bike racks</b>	4/17/18  Senate Rules	<p>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.</p> <p>This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet 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 as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill would require a public agency operating transit services to establish a route review committee, as specified, in order to operate that articulated bus or articulated trolley coach, and would require the committee, by a majority vote, to make a determination of which routes are suitable for the safe operation of that articulated bus or articulated trolley coach. <b>Last amended on 4/2/18</b></p>	<b>Support</b>  <b>Priority 5S</b>  Letter sent on 4/3/18
<b>SB 760</b> <b>Wiener</b>  <b>Bikeways: design guides</b>	4/19/18  Assembly Transportation	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. <b>Last amended on 1/23/18</b>	<b>Support</b>  <b>Priority 5S</b>
<b>SB 827</b> <b>Wiener</b>  <b>Transit-rich Housing Bonus</b>	4/18/18  Senate Transportation & Housing  Failed passage	<p>This bill requires a local jurisdiction, notwithstanding any local ordinance, general plan element, specific plan, charter, or other local law, to provide an eligible applicant with a transit-rich housing bonus if requested by the developer, as specified.</p> <p>The intent of the bill is to promote affordable housing by setting standards for density near transit—allowing small apartment buildings that are often now banned—within a half mile of a major transit station or a quarter mile of a bus stop on a frequent bus line. Around rail stations and ferry terminals, the bill also relaxes maximum height limits up to 45 or 55 feet — that is, a maximum of four and five stories— depending on the distance from transit. <b>Last amended on 4/9/18</b></p>	<b>Watch</b>  <b>Priority 5S</b>

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<b>SB 1119</b> <b>Newman</b>  <b>Low Carbon Transit Operations Program</b>	4/16/18  Senate Appropriations  Set for Hearing on 4/30	<p>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.</p> <p>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.</p>	<b>Support</b>  <b>Priority 8S</b>  Letter sent on 4/3/18
<b>SB 1236</b> <b>Monning</b>  <b>Commercial Driver's License: education</b>	4/23/18  Assembly Desk	<p>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).</p>	<b>Support:</b>  <b>Priority NA</b>  Letter sent on 4/3/18
<b>SB 1262</b> <b>Newman</b>  <b>Construction Manager/ General Contractor Procurement Method</b>	4/25/18  Senate Appropriations	<p>This bill would remove the cap on the number of projects for which the department is authorized to use the Construction Manager/ General Contractor (CM/GC) method (currently limited to 24 projects) and eliminate the minimum construction costs limitation (currently \$10 million). The bill would require Caltrans to submit a report to the Legislature by July 1, 2022, that includes, among other requirements, a comprehensive assessment on the effectiveness of the CM/GC project delivery method relative to project cost and time savings for all projects approved under these provisions as of January 1, 2022. <b>Last amended on 4/10/18</b></p> <p>If the current restrictions on this procurement method were lessened, TAMC and Caltrans may consider using this method for the State Route 156 project.</p>	<b>Support</b>  <b>Priority 3S</b>  Letter sent on 4/3/18
<b>SB 1328</b> <b>Beall</b>  <b>Mileage-based user fee</b>	4/24/18  Senate Floor	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019.</p> <p>This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.</p>	<b>Watch</b>  <b>Priority: 7S</b>