

TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
AB 1250 Jones-Sawyer Counties and cities: contracts for personal services	9/11/17 Senate Rules DEAD	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 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. Amended on 9/5/17. Failed to be referred and approved by a Senate policy committee.	Oppose Priority NA Letter sent 5/31/17
AB 1395 Chu State Highways: Litter cleanup	6/27/18 Senate Appropriations	<p>This bill would require each district within Caltrans for its highway within its maintenance programs relating to litter cleanup and abatement programs, 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 receive the highest volume of complaints and with the greatest incidence of litter, and to reallocate existing litter cleanup resources as necessary prioritize funding appropriated for highway litter maintenance in order to implement this priority. Amended on 6/18/18.</p> <p>TAMC previously had an “oppose unless amended” position and asked the author to consider amending the bill to add priority for state-designated “scenic” highways. The author responded in the latest amendments to the bill, which retains funding within each Caltrans District for purposes of addressing litter control.</p>	Neutral Oppose unless amended Priority NA Letters sent 4/3 and 6/26/18
AB 1756 Brough Repeal of Transportation Funding	1/16/18 DEAD	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. Failed passage from committee.	Oppose Priority 1S Letter sent 4/3/18
AB 1866 Fong Transportation Funding	2/12/18 DEAD	This bill is a reintroduction of AB 496 (Fong), the Assembly Republican transportation plan. The bill would rely upon current General Fund proceeds to fund transportation. Failed passage from committee.	Watch Priority 1S

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AB 1901 Obernolte CEQA: roadway project exemptions	6/20/18 DEAD	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 until January 1, 2023. It also exempts a project that involves negligible or no expansion of an existing vehicular use beyond that existing at the time of the lead agency's determination. Failed passage from committee.	Support Priority 6S Letter sent on 4/3/18
AB 1969 Salas Transit Operators: fare revenues	4/23/18 DEAD	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. Failed passage from committee.	Watch Priority 11S
AB 2006 Eggman Agricultural- Worker Clean- Transportation- Investment- Program.	6/27/18 DELETE	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. Last amended on 4/18/18. Amended on June 21 and no longer germane to TAMC.	Support Priority 12S Letter sent- 5/29/18
AB 2249 Cooley Contract thresholds for public projects: local agencies	7/2/18 Assembly Floor - Concurrence	This bill would 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. Last amended on 6/4/18 to create the California Uniform Construction Cost Accounting Commission to consider whether there have been material changes in public construction costs and to make recommendations to the Controller regarding adjustments in the monetary limits that determine which bidding procedures shall apply to public projects.	Support Priority NA Letter sent 5/29/18

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AB 2363 Friedman Speed Limits Vision Zero Task Force	6/21/18 Senate Appropriations	This bill would allow Caltrans or a local authority to round speed limits within the 85th-percentile of traffic speed, based on an engineering study, instead of the nearest 5-mph, and allows for speed limits to be reduced by 5 mph. This bill would require the Secretary of Transportation to establish a Vision Zero Task Force to develop policies to reduce traffic fatalities to zero and submit a report to the Legislature on or before January 1, 2020. Amended on 6/21/18.	Watch Priority NA
AB 2615 Carillo State highway system: accessibility for bicycles and pedestrians	6/25/18 Senate Appropriations Suspense File	This bill would require Caltrans to partner with the California Department of Parks and Recreation and other appropriate public agencies to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to parks adjacent or connected to the state highway system. Amended on 3/21/18.	Support Priority 5S Letter sent 5/29/18
AB 2806 Obernolte Electric Car Charging Station Exemptions	6/28/18 DEAD	This bill would allow for disabled placard parking to occur in parking spots designated for electric vehicles on a public street if the vehicle is not connected for electric charging purposes. Failed passage from committee.	Oppose Priority N/A Letter sent 6/27/18
AB 2864 Limon Oil Spills	6/26/18 Senate Appropriations	The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act requires the administrator for oil spill response to implement activities relating to oil spill response. This bill, for spills affecting coastal resources, would require the administrator to request <u>invite</u> the California Coastal Commission to participate in the natural resource damage assessment process regarding injuries to coastal resources and potential restoration and mitigation measures for inclusion in the damage assessment and restoration plan. Amended on 5/25/18.	Watch Priority 10S

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AB 2919 Frazier Transportation Permits	7/5/18 DEAD	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. Failed passage from committee.	Watch Priority 9S
AB 3124 Bloom Bus Length: bike racks	6/1/18 Signed by the Governor Chaptered	This bill authorizes an articulated bus or 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 if the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill requires a public agency operating transit services to establish a route review committee, to operate that articulated bus or trolley coach, and would require the committee to decide which routes are suitable.	Support Priority 5S Letter sent 4/3/18
SB 760 Wiener Bikeways: design guides: State highways: permits: improvements	6/25/18 DEAD	This bill would authorize a city, county, regional, or other local agency, or state entity, 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 restrict Caltrans from denying an application for a permit for work within the state highway right-of-way solely because the work will not be performed in accordance with Caltrans approved plans and specifications if the improvement would not affect the operation of the state highway and is instead performed in accordance with local agency plans and specifications. Failed passage from committee.	Support Priority 5S Letter sent 5/29/18
SB 827 Wiener Transit-rich Housing Bonus	4/18/18 DEAD	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. Failed passage from committee.	Watch Priority 5S

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SB 848 Committee on Budget Indirect Rate Cost Proposal	6/27/18 Signed by the Governor Chaptered	Caltrans does work on behalf of Self-Help Counties who develop projects on the state highway system. Caltrans recovers the cost of these services and charges these entities a rate that covers the cost of both administrative and program functional rates. A portion of this rate however is not applicable to the direct costs affiliated with the project in question. These "indirect costs" add as much as 20%-30% to the cost of a project and erode the value of local sales tax revenue that self-help counties bring to the table, while making Caltrans less competitive in securing work. The purpose of this item, sponsored by the Self-Help Counties Coalition, is to eliminate or cap the amount of indirect costs assessed on a project. A compromise was reached to cap the indirect costs at 10% for a period of 3 years.	Support Priority: 1S Letter sent 6/27/18
SB 1119 Newman Beall Low Carbon Transit Operations Program	6/26/18 Assembly Appropriations	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 waive the above requirement if the recipient transit agencies expend the funding provided on certain activities. Amended on 6/18/18.	Support Priority 8S Letter sent 4/3/18
SB 1236 Monning Commercial Driver's License: education	6/26/18 Assembly Appropriations	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. Amended on 6/19/18.	Support: Priority NA Letter sent on 4/3/18

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SB 1262 Newman Beall Construction Manager/ General Contractor Procurement Method	6/26/18 Assembly Appropriations Committee	<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. Amended on 6/21/18</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>	Support Priority 3S Letter sent on 4/3/18
SB 1328 Beall Mileage-based user fee	6/11/18 Assembly Appropriations	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee (TAC) 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, also require the TAC to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system <u>continue assessing the potential for mechanisms, including a mileage-based revenue collection system to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system. The bill would require the TAC to gather public comment related to the assessment of those mechanisms.</u> Amended on 6/4/18</p>	Watch Priority: 7S