

TAMC Bill Matrix – September 2018

Measure	Status	Bill Summary	Position
AB 1395 Chu State Highways: Litter cleanup	8/16/18 Senate Appropriations <u>Dead</u>	<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 state highway segments based on traffic volume, climate, and service scores. Last Amended on 8/6/18.</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 with amendments to the bill on 6/18/18, which retains funding within each Caltrans District for purposes of addressing litter control, leading to a letter removing TAMC opposition. The 8/6/18 amendments remove the discretionary use of funds within each Caltrans district, allowing the bill to have statewide impact based on factors that disadvantage the Central Coast.</p>	Neutral Oppose Priority NA Letters sent 4/3 and 6/26/18
AB 2249 Cooley Contract thresholds for public projects: local agencies	8/20/18 Signed by the Governor Chaptered	<p>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.</p>	Support Priority NA Letter sent 5/29/18
AB 2363 Friedman <u>Vision Zero Traffic Fatalities</u> Task Force	8/24/18 Governor’s Desk	<p>This bill would require the Secretary of Transportation to establish a Vision Zero <u>Traffic Fatalities</u> Task Force to develop policies to reduce traffic fatalities to zero and submit a report to the Legislature on or before January 1, 2020. Last Amended on 8/8/18.</p>	Watch Priority NA

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AB 2615 Carillo State highway system: accessibility for bicycles and pedestrians	8/29/18 Governor's Desk	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 8/17/18.	Support Priority 5S Letter sent 5/29/18
AB 2864 Limon Oil Spills	9/8/18 Signed by the Governor Chaptered	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
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 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

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SB 1119 Beall Low Carbon Transit Operations Program	8/28/18 Governor's Desk	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 waive the above requirement if the recipient transit agencies expend the funding provided on certain <u>transit</u> activities. Amended on 8/6/18.	Support Priority 8S Letter sent 4/3/18
SB 1236 Monning Commercial Driver's License: education	8/30/18 Governor's Desk	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
SB 1262 Beall Construction Manager/ General Contractor Procurement Method	9/17/18 Signed by the Governor Chaptered	<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 <u>2021</u>, 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 <u>2021</u>, and a final report by no later than July 1, 2025, that provides the same relevant data for projects approved under these provisions as of January 1, 2025. Amended on 8/6/18</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

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SB 1328 Beall Mileage-based user fee	9/4/18 Governor's Desk	<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 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. Amended on 6/4/18</p>	Watch Priority: 7S