



**TRANSPORTATION AGENCY FOR MONTEREY COUNTY  
SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES  
AND  
MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE  
JOINT POWERS AGENCY**

**EXECUTIVE COMMITTEE**

*Members are: John Phillips(Chair), Robert Huitt(1st Vice Chair), Luis Alejo (2nd Vice Chair), Alejandro Chavez (Past Chair), Simon Salinas (County Representative), Ed Smith (City Representative)*

**Wednesday, August 1, 2018  
Transportation Agency Conference Room  
55-B Plaza Circle, Salinas**

**\*\*9:00 AM\*\***

**1. ROLL CALL**

Call to order and self-introductions. If you are unable to attend, please contact Elouise Rodriguez, Senior Administrative Assistant. Your courtesy to the other members to assure a quorum is appreciated.

**2. PUBLIC COMMENTS**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

**3. BEGINNING OF CONSENT AGENDA**

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

**3.1 APPROVE** the Executive Committee draft minutes of June 6, 2018.

**-Rodriguez**

**3.2 APPROVE** funding for out-of-state travel for Caltrans staff to attend the American

Public Works Association to receive national award for the Pfeiffer Canyon Bridge replacement project.

- Hale

*Caltrans received a national award from the American Public Works Association for its replacement of the Pfeiffer Canyon Bridge as an innovative Disaster & Emergency Repair project. Due to state restrictions, Caltrans headquarters did not approve District 5's request to attend the awards ceremony.*

## END OF CONSENT AGENDA

---

4. RECEIVE legislative update.

- Watson

*Staff will present a state legislative update and a revised bill list.*

5. RECEIVE report on draft TAMC Board meeting agenda of August 22, 2018.

- Hale

6. ANNOUNCEMENTS

7. ADJOURN

**Next Executive Committee meeting is:  
Wednesday, September 5, 2018  
Please mark your calendars.**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County  
55-B Plaza Circle, Salinas, CA 93901-2902  
Monday thru Friday 8:00 a.m. - 5:00 p.m.  
TEL: 831-775-0903  
FAX: 831-775-0897**

**CORRESPONDENCE, MEDIA CLIPPINGS, AND REPORTS - No items this month.**



***Memorandum***

**To:** Executive Committee  
**From:** Elouise Rodriguez, Senior Administrative Assistant  
**Meeting Date:** August 1, 2018  
**Subject:** **Executive Draft Minutes of June 2018**

---

**RECOMMENDED ACTION:**

**APPROVE** the Executive Committee draft minutes of June 6, 2018.

**ATTACHMENTS:**

- ▢ Executive Committee Draft Minutes of June 6, 2018

**DRAFT MINUTES**

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY SERVICE AUTHORITY  
FOR FREEWAYS EMERGENCIES AND MONTEREY COUNTY REGIONAL  
DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY**

**EXECUTIVE COMMITTEE MEETING**

*Members are: John Phillips (Chair),  
Robert Huitt (1<sup>st</sup> Vice Chair), Luis Alejo (2<sup>nd</sup> Vice Chair),  
Alejandro Chavez (Past Chair),  
Simon Salinas (County representative), Ed Smith (City representative)*

**Wednesday, June 6, 2018**

\*\*\* 9:00 a.m. \*\*\*

Transportation Agency Conference Room  
55-B Plaza Circle, Salinas

<b>EXECUTIVE COMMITTEE</b>	<b>JUN 18</b>	<b>AUG 18</b>	<b>SEPT 18</b>	<b>OCT 18</b>	<b>NOV 18</b>	<b>JAN 19</b>	<b>FEB 19</b>	<b>MAR 19</b>	<b>APR 19</b>	<b>MAY 19</b>	<b>JUN 19</b>
Luis Alejo, Supr. Dist. 1 (L. Gonzales)	P(A)										
Alejandro Chavez, Soledad (F. Ledesma)	P										
Robert Huitt, Pacific Grove (D. Gho)	P(A)										
John Phillips, Supr. Dist. 2 (J. Stratton)	P										
Simon Salinas, Supr. Dist. 3 (C. Lopez)	P										
Ed Smith, Monterey (A. Renny)	E										

1. **CALL TO ORDER:** Chair Phillips called the meeting to order at 9:02 a.m. Staff present: Goel, Hale, Muck, Rodriguez, Watson and Zeller. Others present: Agency Counsel McKee.
2. **PUBLIC COMMENTS:** None.

3. **CONSENT AGENDA:**  
On a motion by Committee member Salinas and seconded by Chavez, the committee voted 4-0 to approve the consent agenda.  
Committee alternate member Gonzales arrived after the consent agenda.

- 3.1 Approved minutes from the Executive Committee meeting of May 2, 2018.
- 3.2 Recommended that the Board approve the contract amendment with Khouri Consulting to provide an increase in compensation from \$30,000 per year, to 36,000 per year based on performance hours worked; and to authorize the Executive Director to execute the

contract amendment and changes to the contract if such change do not increase the Agency's net cost, subject to approval by Agency Counsel.

## **END OF CONSENT**

---

### **4. PUBLIC COMMENT ON CLOSED SESSION:**

The Chair opened public comment on closed session, there were no public comments.

The Committee held a closed session regarding the Real Estate Negotiations pursuant to Government Code section §54956(d)(1) the Executive Committee will confer with counsel on the following existing litigation:

1. TAMC v. Olga Chisum, et al., Court Number 17CV001194
2. TAMC v. Joseph Viera, Court Number 17CV001228
3. TAMC v. MWM Investments, Court Number 17CV001231

The Committee reconvened in open session and Agency Counsel McKee reported that there was no reportable action.

### **5. 2018 REGIONAL FEE NEXUS STUDY UPDATE**

The Committee received an update on the 2018 Regional Development Impact Fee Nexus Study.

Mike Zeller, Principal Transportation Planner, reported that the Regional Impact Fee program was adopted by TAMC Board and went into effect August 2008. State Law requires to conduct a major update to the fee program once every five years. The regional fee program segments the County into four zones, North County, Peninsula, Salinas and South County. This update also evaluated incorporating the Fort Ord Reuse Authority zone into the regional fee. With the planned sunset of FOR A in 2020, the Transportation Agency has been coordinating with FORA staff and the FORA Transition Task Force on the potential transfer of regional impact fee responsibilities to the regional fee program. Mr. Zeller reported that by using the AMBAG Regional Travel Demand Model, the consultant from Wood Rodgers identified the existing and future traffic congestion on the regional transportation network to determine where roadway improvements will be needed by the 2035 horizon-year. A draft list of projects was presented to the Technical Advisory Committee and was revised based on feedback received from committee members. Using the revised project list, the consultant team developed a draft fee per trip for each of the five zones. The final steps for the fee update are for the Board of Directors to provide input, confirm the draft regional fees by benefit zone and adopt the 2018 Regional Fee Nexus Study Update.

The Executive Committee received the presentation and recommended the item be agendaized on the June 27, 2018 Transportation Agency Board of Director's agenda.

**6. EXECUTIVE DIRECTOR & COUNSEL EVALUATION**

On a motion by Committee member Salinas and seconded by Chavez, the committee voted 5-0 to recommend that the TAMC Board of Directors approve delaying the annual evaluation for the Agency Executive Director and Counsel to December 2019 from December 2018.

Rita Goel, Director of Finance & Administration, reported the Transportation Agency bylaws require an annual evaluation of the Executive Director and Counsel. Executive Director Hale's employment agreement also states that the TAMC Board shall evaluate her by the December Board meeting of each year and Hale shall prepare goals and accomplishments for review by the TAMC Board. She noted that Executive Director Hale's new employment agreement, was finalized in May 2018, and was based on the 2017 performance evaluation. TAMC Counsel Blich was recently appointed to this position and there has not been sufficient time to evaluate her performance.

**7. TAMC DRAFT AGENDA FOR JUNE 27, 2018**

Executive Director Hale reviewed the highlights of the draft regular and consent agenda for the TAMC Board meeting of June 27, 2018, as follows:

- The Board will hold a closed session regarding rail acquisitions
- The Board will receive an update on:
  - 2018 Regional Fee Nexus Study
  - 2018 Regional Transportation Plan
- Approve an increase for escrow deposit for 21 Happ Place for the Salinas Rail Extension project.

Consent Agenda:

- Approve updated weighted vote table
- Approve delaying the annual evaluation for the Agency Executive Director and Counsel to December 2019 as recommended by the Executive Committee
- Authorize the Executive Director to execute a contract with AMF Media Group
- Amend a contract for Legislative Analyst Services
- Approve Resolution 2018-09 providing authority for the Executive Director to execute amendment No. 1 to fiscal year 2018/19 Overall Work Program and Budget

**8. ANNOUNCEMENTS**

Director Hale announced she will be on vacation from June 7<sup>th</sup> to June 26<sup>th</sup>.

**9. ADJOURNMENT**

Chair Phillips adjourned the meeting at 10:21 a.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Executive Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** August 1, 2018  
**Subject:** **Out of State Travel for Ex Officio Member**

### **RECOMMENDED ACTION:**

**APPROVE** funding for out-of-state travel for Caltrans staff to attend the American Public Works Association to receive national award for the Pfeiffer Canyon Bridge replacement project.

### **SUMMARY:**

Caltrans received a national award from the American Public Works Association for its replacement of the Pfeiffer Canyon Bridge as an innovative Disaster & Emergency Repair project. Due to state restrictions, Caltrans headquarters did not approve District 5's request to attend the awards ceremony.

### **FINANCIAL IMPACT:**

The estimated cost for a one-day registration, lodging and flight is approximately \$1,600. The APWA Monterey Bay chapter has approved a \$800 stipend for Caltrans, and expenses in excess of this amount would be paid by TAMC out of its Travel and Training budget. There are sufficient funds in this line item to cover this cost.

### **DISCUSSION:**

Caltrans did a tremendous job of replacing the Pfeiffer Canyon bridge, which was destroyed in winter storms. By bringing to bear emergency resources and creative strategies, a project that would normally take 8 years to develop and construct was open to the public within 8 months. This effort was undertaken because the bridge closure divided the Big Sur community in half and required all motor vehicles to take a circuitous, multi-hour detour around the closure. Caltrans allowed the community to create a temporary path so that residents could walk from one side of the bridge to another, and worked with local leaders to keep residents and businesses informed of the construction status. An innovative "launch" technique was used to lay the bridge span efficiently within the constrained canyon, while minimizing impacts. A time lapse view of the bridge launch can be found on YouTube under "Pfeiffer Canyon Bridge Timelapse".

Caltrans and primary contractor Golden State Bridge received an award from the Monterey Bay Chapter for project of the year and received a national APWA award for Disaster & Emergency Repair, \$5 Million to \$25 million, which is a tremendous honor. Unfortunately, due to state travel restrictions, District 5 did not receive approval for funding to travel to the Public Works Exposition awards ceremony to accept this award. In the spirit of supporting our transportation partner and ex officio TAMC Board member, the Executive Director proposes that our Agency share in the relatively nominal cost to send a Caltrans District 5 representative to the conference to accept the award. Ms Hale is an APWA national committee member and will be on hand to share in the awards celebration with Caltrans.



## *Memorandum*

**To:** Executive Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** August 1, 2018  
**Subject:** State Legislative Update

### **RECOMMENDED ACTION:**

**RECEIVE** legislative update.

### **SUMMARY:**

Staff will present a state legislative update and a revised bill list.

### **FINANCIAL IMPACT:**

2017's Senate Bill (SB) 1 created a valuable opportunity to deliver Measure X and other priority projects in Monterey County by providing matching funds for local safety, road repair and congestion relief projects over the next 30 years. Proposition 6 on the November ballot would delay or delete these projects by repealing SB 1, and it would require majority voter approval (via ballot propositions) for the California State Legislature to impose, increase, or extend fuel taxes or vehicle fees in the future.

### **DISCUSSION:**

The qualification of Proposition 6 on the November ballot is the most important issue facing transportation users in California. SB 1 has already advanced the delivery of the Imjin Parkway improvements, the Highway 68 safety and congestion relief project, and the Rail Extension to Salinas. In addition, many cities and the county have been able to repair storm-damaged county roads, local city streets and sidewalks, and fully regional access routes (such as Boronda Road and Alisal Street improvements in Salinas. SB 1 has also provided funding for Monterey-Salinas lifeline transit services to residents throughout the County. In summary, SB 1 monies have allowed Monterey County to receive its fair share of transportation projects for the first time in decades.

Attached are: a report on Proposition 6 and other key state legislative activities (**attachment 1**) and an updated bill list (**attachment 2**).

Due to a one-time increase in state revenues this year, there may also be new competitive funding available for projects in our region, including rail service. However, it is important to note that this one-time money is not likely to provide many projects in our county, in comparison to 30 years of SB 1 gas taxes and vehicle fees.

#### ATTACHMENTS:

- ▣ State legislative report - Khouri
- ▣ Updated Bill List



July 10, 2018

TO: Members, Transportation Agency for Monterey County

FROM: Gus Khouri, Principal  
Khoury Consulting

**RE: STATE LEGISLATIVE UPDATE – JULY**

---

### **2018-19 State Budget Signed**

On June 27, Governor Brown signed SB 840 (Mitchell), Chapter 29, 2018, the Budget Act of 2018, which covers FY 2018-19. This bill authorizes General Fund expenditures of \$138.6 billion. A total reserve of \$15.9 billion is also provided by fully funding the Budget Stabilization Account to its constitutional limit per Proposition 2 (\$13.8 billion), and by setting aside money in the Special Fund for Economic Uncertainties and the newly created Net Reserve (\$2.1 billion). The Proposition 2 funds will predominantly be used to ensure that education is fully funded under Proposition 98, as well as retire outstanding loans and unfunded pension obligations. Since the Rainy Day Fund is at capacity, excess revenues that were deposited into the Special Fund for Economic Uncertainties and Net Reserve may be used to fund infrastructure projects.

As part of the 2018 Budget package, the Governor also signed AB 1831 (Committee on Budget), Chapter 43, Statutes of 2018, a budget trailer bill, which creates a structure for the expenditure of Proposition 2 revenues that are dedicated for infrastructure. The plan stipulates that until FY 2021-22, the first \$415 million of infrastructure funding would be deposited in the State Infrastructure Maintenance Fund for improvements to the State Capitol. Beyond that amount, half of the funding would be dedicated to the rail corridor improvements identified by the California State Transportation Agency (CalSTA) and the other half would be used for Multifamily Housing Programs.

Given the current \$2.1 Billion additional reserve, this could result in approximately \$850 million being made available for rail corridor improvements from which TAMC may be able to receive an award. We will work with CalSTA on potential opportunities for funding.

## **SB 1 Repeal Discussion**

On June 18, the legislature held a Joint Hearing of the Senate Transportation & Housing, Assembly Transportation, and Assembly Revenue and Taxation Committees, to discuss what was then a pending November ballot measure to repeal SB 1.

The Legislative Analyst's Office provided a very brief overview of SB 1 before quickly moving to public comment. Most speakers read a list of projects that are in jeopardy if SB 1 were repealed. In my testimony of behalf of TAMC, I attempted to demonstrate that SB 1 does not place an onerous burden on taxpayers, because the gas tax increase amounts to only about 13 cents per day per motorist. Yet, the benefits the gas tax will bring are many – it will help to fill potholes, improve safety, ease congestion on state highways, maintain and expand public transportation and rail services, manage goods movement, and provide opportunities for bicycle and pedestrian programs.

It is key to remember that people drive across town just to save 10 cents a gallon. The 12 cents per gallon gas tax, unlike the Vehicle Registration Fee (VRF), is a regular reminder that they are paying a higher gas tax. With respect to the VRF, 85% of all cars registered will pay less than \$50 annually. That may sound like a lot, until you break it down to what the average motorist will actually pay. When you consider the fuel efficiency of the average vehicle, and the average miles driven per day, the average motorist will end up paying only about 13 cents per day. Adding the VRF, the average motorist will pay is 27 cents a day, \$8 per month.

The proponents of the repeal campaign, Reform California, also testified. Carl DeMaio, who is leading the cause, stated the following:

- We pay enough for rebuilding our roads. We had the second highest gas tax in the nation prior to the enactment of SB 1.
- We have diverted money to pay for pensions, went on "road diets" and favored mass transit and high-speed rail over road repairs.
- Senator Josh Newman being recalled reflects how fed up voters are and he expects others to lose their jobs in November for voting for SB 1.
- After the repeal effort is successful, they will have a plan to fund our roads.

The Reform California campaign submitted 963,905 signatures, and successfully acquired the 585,407 necessary to qualify what is now known as Proposition 6, a measure to repeal SB 1 and require that future tax items be made subject to voter approval, for the November ballot. The Secretary of State certified the signatures on June 28, 131 days before the November 6 election, as required by the Constitution.

The proponents are essentially advocating for the Republican transportation-funding plan, which would rely on items such as sales tax from car sales and insurance premiums, in addition to the pre-existing gas tax and VRF at levels before the enactment of SB 1. This would make the General Fund responsible for paying for transportation. Transportation is overwhelmingly funded by special funds, such as the gas tax and vehicle registration fees, because it loses out to other priorities funded by the General Fund such as education, public safety, or health and human resources.

Voters will need to make a choice this November as to whether paying 27 a day is worth maintaining the state's transportation infrastructure and mobility needs.

## What Does SB 1 Cost Taxpayers?

### Gas Tax

12,790,132,274\* Total Gallons of Gasoline Consumed in 2017

32,029,200^ Registered Vehicles (cars, motorcycles, non-commercial trucks)

$12,790,132,274 / 32,029,200 = 399$  average gallons annually per vehicle

$399 \text{ gallons} \times .12 = \$48$  annually, \$4 monthly, 13 cents daily per vehicle

### Transportation Improvement Fee Assessment

Vehicle Value Range	Annual Rate	Percentage of Registered Vehicles
\$0-\$4,999	\$25	46.34%
\$5,000 - \$24,999	\$50	40.96%
\$25,000 - \$34,999	\$100	7.04%
\$35,000 - \$59,999	\$150	4.64%
\$60,000 & Up	\$175	1.02%
Overall	\$50.89	100%

The TIF generates \$1.63 billion and there are 32,029,200 registered cars, motorcycles, and non-commercial trucks.

$1,630,000,000 / 32,029,200 = \$50.89$  annually, \$4.24, 14 cents daily

### Conclusion

SB 1 costs \$98.55 annually. It's **13 cents per day** when factoring the **gas tax** per vehicle, and **27 cents per day** when factoring an average of \$50 annually in the transportation improvement fee (87.3% will pay \$50 or less).

\*Gasoline consumption figure was derived from Board of Equalization and U.S Energy Information Administration.

^ 2017 DMV Statistics

## TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
<b>AB 1250</b> <b>Jones-Sawyer</b>  <b>Counties and cities: contracts for personal services</b>	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. <b>Amended on 9/5/17. Failed to be referred and approved by a Senate policy committee.</b>	<b>Oppose</b>  <b>Priority NA</b>  Letter sent 5/31/17
<b>AB 1395</b> <b>Chu</b>  <b>State Highways: Litter cleanup</b>	6/27/18  Senate Appropriations	<p><del>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.</del></p> <p><b>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.</b></p>	<b>Neutral</b> <b>Oppose unless amended</b>  <b>Priority NA</b>  Letters sent 4/3 and 6/26/18
<b>AB 1756</b> <b>Brough</b>  <b>Repeal of Transportation Funding</b>	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. <b>Failed passage from committee.</b>	<b>Oppose</b>  <b>Priority 1S</b>  Letter sent 4/3/18
<b>AB 1866</b> <b>Fong</b>  <b>Transportation Funding</b>	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. <b>Failed passage from committee.</b>	<b>Watch</b>  <b>Priority 1S</b>

## TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
<b>AB 1901 Obernolte</b>  <b>CEQA: roadway project exemptions</b>	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. <b>Failed passage from committee.</b>	<b>Support</b>  <b>Priority 6S</b>  Letter sent on 4/3/18
<b>AB 1969 Salas</b>  <b>Transit Operators: fare revenues</b>	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. <b>Failed passage from committee.</b>	<b>Watch</b>  <b>Priority 11S</b>
<del><b>AB 2006 Eggman</b></del>  <del><b>Agricultural Worker Clean Transportation Investment Program.</b></del>	<del>6/27/18</del>  <del>DELETE</del>	<del>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. Amended on June 21 and no longer germane to TAMC.</b></del>	<del><b>Support</b></del>  <del><b>Priority 12S</b></del>  <del><b>Letter sent 5/29/18</b></del>
<b>AB 2249 Cooley</b>  <b>Contract thresholds for public projects: local agencies</b>	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. <b>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.</b>	<b>Support</b>  <b>Priority NA</b>  Letter sent 5/29/18

## TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
<b>AB 2363</b> <b>Friedman</b>  <b>Speed Limits</b> <b>Vision Zero</b> <b>Task Force</b>	6/21/18  Senate Appropriations	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, instead of the nearest 5-mph, and allows for speed limits to be reduced by 5 mph. <u>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.</u> <b>Amended on 6/21/18.</b>	<b>Watch</b>  <b>Priority NA</b>
<b>AB 2615</b> <b>Carillo</b>  <b>State highway system: accessibility for bicycles and pedestrians</b>	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. <b>Amended on 3/21/18.</b>	<b>Support</b>  <b>Priority 5S</b>  Letter sent 5/29/18
<b>AB 2806</b> <b>Obernolte</b>  <b>Electric Car Charging Station Exemptions</b>	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. <b>Failed passage from committee.</b>	<b>Oppose</b>  <b>Priority N/A</b>  Letter sent 6/27/18
<b>AB 2864</b> <b>Limon</b>  <b>Oil Spills</b>	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 <del>request</del> <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. <b>Amended on 5/25/18.</b>	<b>Watch</b>  <b>Priority 10S</b>

## TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
<b>AB 2919</b> <b>Frazier</b>  <b>Transportation Permits</b>	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. <b>Failed passage from committee.</b>	<b>Watch</b>  <b>Priority 9S</b>
<b>AB 3124</b> <b>Bloom</b>  <b>Bus Length: bike racks</b>	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.	<b>Support</b>  <b>Priority 5S</b>  Letter sent 4/3/18
<b>SB 760</b> <b>Wiener</b>  <b>Bikeways: design guides- State highways: permits: improvements</b>	6/25/18  DEAD	<del>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</del> 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. <b>Failed passage from committee.</b>	<b>Support</b>  <b>Priority 5S</b>  Letter sent 5/29/18
<b>SB 827</b> <b>Wiener</b>  <b>Transit-rich Housing Bonus</b>	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. <b>Failed passage from committee.</b>	<b>Watch</b>  <b>Priority 5S</b>

## TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
<b>SB 848</b> <b>Committee on Budget</b>  <b>Indirect Rate Cost Proposal</b>	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.	<b>Support</b>  <b>Priority: 1S</b>  Letter sent 6/27/18
<b>SB 1119</b> <b>Newman Beall</b>  <b>Low Carbon Transit Operations Program</b>	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. <del>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</del> <u>expend the funding provided on certain activities.</u> <b>Amended on 6/18/18.</b>	<b>Support</b>  <b>Priority 8S</b>  Letter sent 4/3/18
<b>SB 1236</b> <b>Monning</b>  <b>Commercial Driver's License: education</b>	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. <b>Amended on 6/19/18.</b>	<b>Support:</b>  <b>Priority NA</b>  Letter sent on 4/3/18

## TAMC Bill Matrix – July 2018

Measure	Status	Bill Summary	Position
<p><b>SB 1262</b> <b>Newman Beall</b></p> <p><b>Construction Manager/ General Contractor Procurement Method</b></p>	<p>6/26/18</p> <p>Assembly Appropriations Committee</p>	<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>Amended on 6/21/18</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>	<p><b>Support</b></p> <p><b>Priority 3S</b></p> <p>Letter sent on 4/3/18</p>
<p><b>SB 1328</b> <b>Beall</b></p> <p><b>Mileage-based user fee</b></p>	<p>6/11/18</p> <p>Assembly Appropriations</p>	<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 <u>assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system 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> <b>Amended on 6/4/18</b></p>	<p><b>Watch</b></p> <p><b>Priority: 7S</b></p>