



June 28, 2018

TO: Transportation Authority of Marin Board of Commissioners
FROM: Dianne Steinhauser, Executive Director
RE: Executive Director's Report – Agenda Item 3 (Discussion)

Local

TAM's 2nd Annual Innovation Workshop Recap



On June 28, 2018 over 137 registered attendees participated in TAM's 2nd Annual Innovation Workshop a professional conference exploring smart mobility and autonomous technology. The workshop provided opportunities to consider what Marin County should be doing to prepare for the deployment of self-driving vehicles and other new mobility options. Overall, survey respondents rated the event program, content, and quality very high, with nearly all surveys giving the event a 4 or 5 on a scale of 1-5.

Further, most respondents indicated that they would attend a future workshop if TAM held subsequent events.

The event included expert speakers across a range of subjects and was intended to be both informative and interactive. Keynote speakers were well received and panel discussions were informative on topics related to building incremental change and self-driving cars. Interactive participation via poll everywhere and paper surveys were distributed.

Participants suggested several ideas for innovations they would like to see in Marin:

- innovation corridor pilot projects that are possible in Marin
- regional transportation app
- self-driving shuttle between major in-county destinations
- solar-powered EV stations (like the EV Arc presented)
- road sensors

Topics that the audience suggested for inclusion in future workshops included:

- hands-on experience with self-driving vehicles
- innovative financing options/ alternative funding mechanism to the gas tax available for transportation

- increased discussion of how public transportation fits into the shared mobility future
- greater emphasis on active modes and how they fit with a shared mobility future
- what can Marin be doing to accelerate implementation of AV technology locally
- streamlining environmental regulations
- discussion of managing costs to ensure AV technology accessibility for all
- land-use/housing connection to transportation
- new technology's ability to increase resilience

Several participants suggested case studies, specific plans that TAM will be developing and greater hands-on interaction with the audience would be welcome additions to a future program.

On the whole participants walked away with a better understanding of technology innovations that are likely to impact mobility options in communities like Marin County in the near future, as well as a greater understanding of longer-term trends that are driving the coming changes, and the perception that TAM is actively looking at ways to provide greater mobility options in a cost-effective, sustainable and equitable manner.

Mill Valley 511 Carpool Outreach Underway



Beginning in May, MTC's Regional 511 Rideshare Division began a springtime pilot program to test promotion of carpooling in various communities in the Bay Area. Among the communities participating in the program is Mill Valley, largely due to TAM encouragement. MTC is conducting outreach and promotions using targeted community outreach techniques and promoting new technologies like Scoop and Waze carpool, directly out to neighborhoods, which is less common than the traditional employer-based outreach provided by 511 in the past.

Among the outreach being conducted are geo-targeted ads on personal devices (phones, tablets, laptops, and desktops), social media ads, neighborhood events including farmers markets, food truck events, and doorhangers. MTC is also conducting on-screen video advertisements promoting Waze Carpool prior to movies played at CineArts Sequoia Movie Theater. These promotions will continue into the summer.

TFCA and TDA Article 3 Call for Projects Update

TAM annually receives Transportation Fund for Clean Air (TFCA) funds from the Bay Area Air Quality Management District and Transportation Development Act (TDA) Article 3 funds from the Metropolitan Transportation Commission (MTC) for projects that reduce vehicle emissions and bicycle/pedestrian projects, respectively. This year TAM released its call for projects with approximately \$360,000 in TFCA funds and \$340,000 in TDA Article 3 funds for a total of \$700,000 on May 9th.



Five applications were received this year which are currently being evaluated. TAM staff will seek guidance from an evaluation panel, the Marin Public Works Association, and the TAM Bicycle Pedestrian Advisory Committee prior to bringing a recommendation for programming the funds to the TAM Board in July.

Alternative Fuel and Electric Vehicle Promotion



TAM recently supported an initiative proposed by the Marin non-profit group, Cool The Earth, to help them get the message out of the benefits of driving an electric vehicle with the goal of reducing GHG emissions in Marin. TAM is providing funds to help Cool The Earth produce marketing material, “Drive Clean Marin” stickers and flags, to be used at local Marin parades and events. Please keep an eye out for these public outreach efforts at your next community parade!

Visit TAM at the Marin County Fair

TAM staff will host a booth at the Marin County Fair to talk about transportation projects and programs with the community. The booth will be in the Sponsors and Community Partners area from June 30 – July 4. The Marin County fair has been a great way to interact with the community in a fun and relaxed atmosphere.



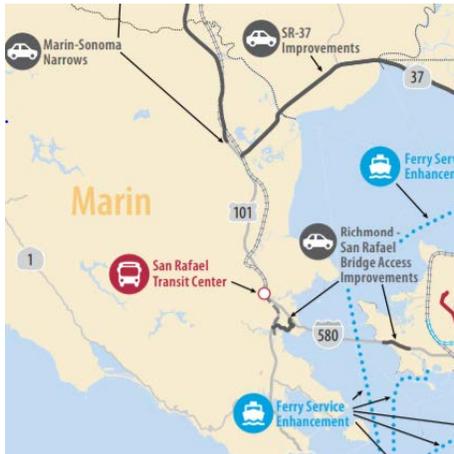
Regional

MTC's Horizon and Plan Bay Area 2050: Request for Transformative Projects



In June MTC announced a request for transformative transportation projects that have the potential to revolutionize how we move around the region. These Transformative Projects should provide new and creative solutions for transportation in the area and should be large in scale – costing \$1 billion or more. Projects could include visionary projects like a third Robin Williams Tunnel, SMART to Solano County, or a second Transbay Tube and will be evaluated as part of the Horizons effort, and potentially included in Plan Bay Area 2050. Members of the public, public agencies, and non-profits can all submit projects, and MTC staff will form a judging panel of engineers and transportation planners to evaluate project submissions. The Judging panel will select 5-10 projects to become part of the analysis for Horizon and Plan Bay Area 2050. Projects will be selected in October 2018, and project submittals are due to MTC by September 6th, 2018. Congestion Management Agencies like TAM will submit projects through a subsequent round of project submittals for inclusion into Plan Bay Area 2050.

Regional Measure 3 (RM3)



On June 5, 2018 the voters in the nine San Francisco Bay Area approved the transportation measure that will fund 35 projects including four in Marin County as well as providing funds for transit operators. RM3 was approved by 55% of the voters in the region with 60% of Marin voters approving it. Funds will be directed to widening Highway 101 in the Marin Sonoma Narrows and closing the gap in the HOV lane, relocating the San Rafael Transportation Center, making improvements to Highway 37 and providing a direct connector from Highway 101 to eastbound I580. RM3 specifies a toll increase of \$1 on January 1, 2019 with subsequent \$1 increases in January 2022 and January 2025.

Highway 101 MSN Update – The Marin-Sonoma Narrows Project (MSN) is widening approximately 17 miles of US 101 from four to six lanes by adding carpool lanes (HOV) in each direction, bike/pedestrian pathways, creating a controlled access freeway and upgrading the highway to current freeway standards from Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County).

With Sonoma County Transportation Authority's (SCTA) two remaining MSN projects ready for construction and the State's Senate Bill (SB) 1 providing upcoming transportation funding for the Sonoma projects, TAM staff has started the final design, permits and necessary right-of-way (ROW) for the last two major segments (B1-Phase 2 and A4) in Marin County using local funds approved by the Board.

To accelerate the delivery of the project by up to six months, the project partners (TAM, SCTA and Caltrans), all agreed in concept to move forward with the de-coupling of the ROW activities from the design and construction of the HOV freeway project. With local funds currently limited to \$1.2 million for an estimated \$8 million design effort, it is crucial that we explore all available funding options to keep work going, including requesting an advance of design funds from MTC that are now available under the newly approved Regional Measure 3 toll increase. RM3 programs \$120 million to complete the MSN corridor between Marin and Sonoma counties.

State Route 37 Update – Through the completion of these two reports (MTC SR 37 Corridor Improvement Plan and TAM SR 37 Segment A Corridor Improvement Study), the roadmap addressing current and anticipated issues on the highway has been conceptually defined, and the next step is to get into detailed design work to tackle some of the most pressing issues on the Corridor which are the near-term flooding issues and the traffic congestion choke point in Segment B. Many of the comments, specifically to the MTC SR 37 Corridor Improvement Plan, that were received from various stakeholders regarding the plan's limitations and lack of clarity (e.g. cost estimates) were acknowledged by MTC staff with the understanding that the plan could not address the entire breadth of the corridor in fine detail and that future segment-specific studies and environmental clearance efforts would eventually bridge the gaps in information.

To kick off some of this work, STA and MTC have committed funds to begin the Caltrans Project Initiation Document (PID) process for Segment B. In similar fashion and in conjunction with Marin County, TAM will be conducting additional analysis of Segment A to provide more data and guidance through an awarded Caltrans Planning Grant. The work will be done in partnership with Caltrans' Planning staff so that it would feed into a future PID document for Segment A.

With the recent passing of Regional Measure 3 on June 5th there will be \$100 million dollars allocated to the four North Bay CMAs for SR 37. It is envisioned that RM 3 funding would cover Design and Environmental work on segment B, as well as near to mid-term flooding and sea-level rise improvements on other segments in the corridor.

Northbound US 101 to Eastbound I-580 Connector Project – The recently adopted RM3 Program includes \$135 million for design, environmental, right of way, and construction of this important regional connection. The TAM Board approved \$250,000 in July 2016 to advance preliminary design concepts for this project. This early work helped to provide sufficient planning level documents to compete well to receive the RM3 funding. The next steps include working with MTC to ensure that the project proceeds without significant delay. Approximately \$150,000 remains of the original Board award and will be used to begin the outreach and to further refine various alternatives.

San Rafael Transportation Center - The Golden Gate Bridge, Highway and Transportation District, in coordination with the City of San Rafael, Marin Transit, SMART and TAM is working on a project to replace the San Rafael Transportation Center. Relocation from the existing location is necessary when SMART extends service south which will result in reduced operational capacity of the existing facility. On June 12th the District hosted its second community open house to present concepts that describe potential locations in downtown San Rafael and received feedback from the public. The alternative locations will be further refined and studied through the summer and then presented at a workshop this fall. A draft environmental impact report is scheduled to be release in the spring of 2019. The District is still asking for public input through an online survey posted on the website at goldengate.org/SRTC/.

State

State Legislation



Gus Khouri will not be attending the June 28th TAM Board meeting, but he has provided his monthly report attached to this EDR. His monthly briefly discusses the passage of Regional Measure 3 and the direct and indirect benefits Marin stands to gain. Mr. Khouri included a more extensive discussion on the repeal SB1 effort.

Lastly, Mr. Khouri discusses SB 1376 (Hill) on page 3 of his monthly report. This bill is of particular interest to transit agencies and taxi companies, including Marin Transit who supports SB 1376. SB 1376 would require the California Public Utilities Commission (CPUC) to adopt regulations by January 1, 2020, relating to accessibility for persons with disabilities who use Transportation Network Company (TNC) services, such as Uber and Lyft. SB 1376 would also require the CPIC to conduct workshops with stakeholders, including all interested California cities and counties and persons with disabilities, to determine community need and develop programs for on-demand services, service alternatives, and partnerships.

In addition, Mr. Khouri provided an update on our State Legislative matrix of bills that were previously reviewed by the TAM Board. The matrix has been updated with the latest information that shows many of the bills not making out of committee. One particular bill, SB 848 on Indirect Cost Rate Proposal, has been followed closely by the Self-Help Counties Coalition on behalf of the CMAs, including TAM.

SB 848 limits Caltrans' recovery of indirect costs on services charged to local agencies to 10% for a period of three years. Without SB 848, 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 Governor signed SB 848 on June 27, 2018.

TAM has been following SB 848 closely with other Bay Area CMAs. With ongoing and future collaborations on state highway projects with Caltrans, SB 848 will provide substantial cost savings for TAM.

Outreach and Meetings

5/1/2018	MTC Regional Advisory Working Group
5/4/2018	CMA Planning Directors Meeting
5/18/2018	CMA Executive Directors Meeting
5/22/2018	San Rafael Bicycle Master Plan Working Group
5/24/2018	San Rafael Transit Center Workshop
5/24/2018	State Route 37 Transit Feasibility Study Kick-off
5/30/2018	Town of Fairfax/Request to Approve Final Expenditure Plan
5/31/2018	TAM Clean Transportation Technology Working Group
6/1/2018	CMA Planning Directors Meeting
6/6/2018	MTC Regional Modeling Working Group
6/7/2018	MTC Regional Advisory Working Group
6/7/2018	Marin Climate and Energy Partnership
6/5/2018	MTC SB 743 Workshop
6/11/2018	City of Belvedere/Request to Approve Final Expenditure Plan
6/12/2018	Town of San Anselmo/Request to Approve Final Expenditure Plan
6/12/2018	San Rafael Transit Center Relocation Workshop
6/13/2018	San Rafael Schools - Electric Vehicle Charging Stations
6/13/2018	Marin Mobility Consortium
6/12/2018	San Rafael Chamber of Commerce
6/13/2018	State Route 37 Focus Group
6/18/2018	North Bay Transportation Officials Meeting
6/14/2018	Town of Ross/Request to Approve Final Expenditure Plan
6/18/2018	City of San Rafael/Request to Approve Final Expenditure Plan
6/18/2018	City of Mill Valley/Request to Approve Final Expenditure Plan
6/19/2018	County of Marin/Request to Approve Final Expenditure Plan
6/19/2018	Town of Corte Madera/Request to Approve Final Expenditure Plan

6/20/2018	Marin County Planning Directors Meeting
6/20/2018	County of Marin Age Friendly Initiative – Advisory Committee
6/20/2018	City of Larkspur/Request to Approve Final Expenditure Plan
6/20/2018	Town of Tiburon/Request to Approve Final Expenditure Plan
6/21/2018	Marin County Public Works Association
6/25/2018	MTC Transportation Demand Management Lunch and Learn
6/26/2018	City of Novato/Request to Approve Final Expenditure Plan
6/26/2018	TAM Bicycle/Pedestrian Advisory Committee
6/26/2018	Regional Transportation Planning Agencies (RTPA) Meeting
6/27/2018	TAM Clean Transportation Technology Working Group
6/27/2018	California Transportation Committee (CTC) Meeting
6/28/2018	Ignacio Rotary Club
6/29/2018	CMA Executive Directors Meeting
7/11/2018	Marin Conservation League
8/15/2018	California Transportation Committee (CTC) Meeting
8/16/2018	California Transportation Committee (CTC) Meeting

THIS PAGE LEFT BLANK INTENTIONALLY



June 21, 2018

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, Principal
Khoury Consulting

RE: **STATE LEGISLATIVE UPDATE – JUNE**

Regional Measure 3

On June 5, Bay Area residents approved Regional Measure 3 with 55% of the vote (753,559 to 611,782) allowing MTC to phase in the increase of bridge tolls, by up to \$3, for purposes of improving the Bay Area's infrastructure needs. The measure contains a \$4.45 billion expenditure plan with the following investments for Marin:

- Richmond-San Rafael Bridge Access Improvements (580/101 connector)- **\$210 million**
- Marin-Sonoma Narrows- **\$120 million**
- State Route 37 Improvements - **\$100 million**
- San Rafael Transit Center (Bettini Center) - **\$30 million**

In addition, there are regional pots of funding that Marin stands to benefit from including:

- North Bay Transit access Improvements (Marin, Napa, Sonoma, Solano, Contra Costa) **\$100 million**
- Ferry Enhancement Program - **\$300 million**
- Ferry Operations - **\$35 million**
- Regional Bus Express - **\$20 million**

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 the pending November ballot measure to repeal SB 1. The Reform California campaign has submitted 963,905 signatures, and must have 585,407 verified in order to qualify the measure to repeal of SB 1 and require that future tax items are made subject to voter approval. The Secretary of State must certify the signatures by June 28, which is 131 days

before the November 6 election. To date, the validity rate of signatures is around 77%, making it a formality for the measure to qualify.

The Legislative Analysts Office provided a very brief overview of SB 1 before quickly moving to public comment. Most speakers elected to read a list of projects to an audience that had predominantly voted to enact SB 1 that are in jeopardy. In our testimony of behalf of TAM, we attempted to demonstrate that SB 1 does not place an onerous burden on tax payers considering that the gas tax amounts to about 16 cents per day to help fill potholes, maintain safety and ease congestion on state highways, maintain and expand public transportation and rail services, manage goods movement, and provide opportunities for bicycle and pedestrian programs.

We argued that we have to remember our audience and that people drive across town just to save 10 cents a gallon. The public can do some math because they understand that a fill up is more than 12 cents. It is 12 cents multiplied by the amount of gallons that they consume. What they do not do however, is extrapolate how often they fill up. The gas tax, unlike the Vehicle Registration Fee (VRF), is also a constant reminder that they are paying a higher gas tax. With respect to VRF, 85% of all cars registered will pay not more than \$50 annually.

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 HSR instead.
- Senator Newman being recalled is a reflection of how fed up voters are and that 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.

I spoke to him very briefly after the hearing and asked him a few questions:

- **Why would the public support Proposition 69 (protecting SB 1 funds) by more than 80% of the vote but recall Senator Newman from San Bernardino County?** He stated that is because transportation was not well defined, meaning that had the public been more aware that public transportation was being funded, it would not have been successful. He clearly did not understand that gas tax money is constitutionally protected (Prop 22 of 2010) and that Prop 69 protects the vehicle registration fee created by SB 1 and sales tax on diesel for transit that was not protected in Proposition 22, although he could not care less about that.
- **What is their plan to fund infrastructure if the repeal is successful?** They are essentially advocating for what Assembly Member Fong authored- AB 1866 of this year (AB 496 from last year), which would rely on items such as sales tax from car sales and insurance premiums, in addition to exiting gas tax and VRF. It 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. The bottom line is that voters should understand what they are truly paying for all of the great benefits that SB 1 provides.

We would be tone deaf not to listen to the concerns about mismanaging existing funds and the true cost to voters.

Legislation of Interest

SB 1376 (Hill) would require the California Public Utilities Commission (CPUC) to adopt regulations by January 1, 2020, relating to accessibility for persons with disabilities who use Transportation Network Company (TNC) services, such as Uber and Lyft.

Status: Assembly Appropriations Committee

Recognizing the need to regulate TNCs and their similarities with taxis and charter party carriers (CPCs), CPUC commenced an ongoing rulemaking to determine the proper oversight and corresponding rules that are needed to regulate this industry. In 2013, CPUC determined that TNCs are a type of CPC, similar to tour buses and limousines, as they provide pre-arranged transportation services. Taxis, on the other hand, need not be pre-arranged and can be hailed from the curb. Taxis are regulated at a local level by cities and counties.

CPUC has previously addressed accessibility for the disabled community by requiring TNCs to submit a plan as to how TNCs intend to avoid creating a divide between able and disabled communities, and to explain how they plan to provide incentives to individuals with accessible vehicles to become TNC drivers. Further, CPUC required TNCs to ensure their apps and websites are as accessible to the disabled as they are to clients who are not disabled.

The author has introduced this bill to motivate CPUC to act on disability access broadly and to provide TNC services to all of the disabled community, including those that use wheelchairs.

The Assembly Transportation Committee acknowledges that providing accessibility to those with special needs can be difficult under the TNC platform because a TNC driver owns his or her vehicle. These vehicles are typically not equipped to transport non-folding wheelchairs or mobility scooters. For these reasons, the Committee states that it seems prudent for the Legislature provide direction and a pathway for CPUC to finance and ensure that these services are provided.

The author and stakeholders both agree that these services must be provided and are still having conversations on “what constitutes acceptable service” and what the appropriate assessment of fees would be.

Supporters of the bill, such as the California Transit Association argue that “As TNCs capture more riders from taxis and public transit, potentially weakening these services, the mobility challenges faced by persons with disabilities could compound, leading to even more inequitable outcomes.” For these reasons, this bill could provide an opportunity for more symbiotic partnerships between TNCs and transit agencies. Marin Transit is also in support. There is no opposition on file.

THIS PAGE LEFT BLANK INTENTIONALLY

TAM Bill Matrix – June			
Measure	Status	Bill Summary	Position
<p>AB 636 Irwin (D)</p> <p>Local streets and Roads: expenditure reports</p>	<p>6/27/17</p> <p>Senate Rules Committee</p>	<p>Existing law requires cities and counties to file a report with the State Controller's Office (SCO) detailing the expenditures for streets and roads purposes during the preceding fiscal year by October 1 every year. This date is reflective of most local governments having a fiscal year ending June 30. There are a number of cities that operate on the federal fiscal year, which ends September 30. Most of these cities however are still required to submit their information to the SCO by October 1. This disparity in time can cause some cities to submit incomplete reports and then have to submit additional or corrected reports. There are a few cities specified in state law that currently are required to submit their reports within seven months of the end of the fiscal year, rather than by October 1.</p> <p>This bill would allow all cities and counties to submit their reports by December 1 of each year relative to the preceding fiscal year ending on June 30. Last amended on 6/4/17</p>	<p>Support</p> <p>Approved: 2/22/18</p> <p>MTC: None CSAC: Watch League: Support</p>
<p>AB 1041 Levine (D)</p> <p>Bay Area Toll Authority: conflicts of interest</p>	<p>6/1/18</p> <p>Chapered by the Secretary of State, Chapter 16, Statutes of 2018.</p>	<p>Existing law provides for a proposed toll increase on the state-owned toll bridges to be submitted to voters of the 9 bay area counties, to be known as Regional Measure 3. Existing law requires the Bay Area Toll Authority (BATA) to, among other things, establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan and requires the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.</p> <p>This bill would prohibit a representative appointed to the oversight committee from being a member, former member, staff, or former staff of the commission or the authority, a current employee of any organization or person that has received or is receiving funding from the commission or the authority, or a former employee or person who has contracted with any organization or person that has received or is receiving funding from the commission or the authority within one year of having worked for or contracted with that organization or person. Last amended on 1/3/2018</p>	<p>Watch</p> <p>MTC: None CSAC: Watch League: Watch</p>
<p>AB 1160 Bonta (D)</p> <p>Autonomous vehicles</p>	<p>6/22/17</p> <p>Senate Transportation & Housing Committee</p>	<p>This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined. Last amended on 4/17/17</p>	<p>Watch</p> <p>MTC: None CSAC: None League: Watch</p>
<p>AB 1405 Mulin (D)</p> <p>Digital Billboard Advertisements</p>	<p>6/14/18</p> <p>Senate Transportation Committee</p> <p>Set for hearing on 6/19</p>	<p>This bill would allow Caltrans, with federal approval, to enter into agreements with local jurisdictions to install and operate digital signs displaying commercial advertisements and public service announcements within the right of way of the state highway system. The signs could be used to display emergency messages, traveler information, motorist safety campaigns, and other messaging desired by the state, without providing compensation to the contracting entity. Last on amended on 2/26/18</p>	<p>Watch</p> <p>MTC: None CSAC: Oppose League: Oppose</p>

TAM Bill Matrix – June

Measure	Status	Bill Summary	Position
AB 1756 Brough (R) Repeal of Transportation Funding	1/16/18 Assembly Transportation Committee Died in 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. This bill was never set for hearing and failed to meet the policy committee deadline for bills introduced in the house of origin. As a result, it is dead and the vehicle cannot be used for another purpose.	Oppose Approved: 2/22/18 MTC: None CSAC: Pending League: Watch
AB 1866 Fong (R) Transportation Funding	2/12/18 Introduced Died in Committee	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. This bill was never set for hearing and failed to meet the policy committee deadline for bills introduced in the house of origin. As a result, it is dead and the vehicle cannot be used for another purpose.	Oppose Approved: 2/22/18 MTC: None CSAC: Pending League: Watch
AB 1901 Oberholte (R) CEQA: roadway project exemptions	6/14/18 Senate Environmental Quality Committee Set for hearing on 6/20	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, including a requirement that the project involves negligible or no expansion of an existing use beyond that existing at the time of the lead agency's determination. This bill would extend the above exemption indefinitely. Last amended on 4/18/18	Support 2/22/18 MTC: None CSAC: Support League: Watch

TAM Bill Matrix – June			
Measure	Status	Bill Summary	Position
AB 1969 Salas (D) Transit Operators: fare revenues	5/ 30/18 Assembly Transportation Committee Died in Committee	<p>Under the Transportation Development Act, certain revenues are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive the moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating costs. Existing law generally establishes the required fare revenues to operating cost ratio as 20% in urbanized areas and 10% in non-urbanized areas.</p> <p>This bill would authorize a transportation planning agency to grant an exemption, for up to five years, to a transit operator that fails to maintain its farebox recovery ratio, if based on the agency's determination, an exemption is appropriate. Last amended on 4/18/18</p> <p>This bill was never set for hearing and failed to meet the policy committee deadline for bills introduced in the house of origin. As a result, it is dead and the vehicle cannot be used for another purpose.</p>	Watch MTC: None CSAC: Watch League: Watch
AB 2249 Cooley (D) Public Contracts: Local Agencies	6/14/18 Senate Governance & Finance Committee	<p>Current law under the Uniform Public Construction Cost Accounting 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 increase the thresholds to \$60,000, \$200,000, and \$200,000, respectively.</p>	Watch MTC: None CSAC: Support League: Support
AB 2418 Mullin (D) Transportation: Advanced Technologies Grant Program	2/14/18 Assembly Appropriations Committee Died in Committee	<p>This bill creates the California Smart City Challenge Grant Program, administered by the California Transportation Commission (CTC), to award grants to cities to incorporate emerging technologies into their transportation systems. In addition, this bill requires the CTC to convene a workgroup to advise the CTC regarding the new program. This bill specifies a timeline for implementing the program and certain program criteria. Implementation of the program is contingent upon funding being appropriated in the budget act. Last amended on 4/9/18</p> <p>The bill was held on the Suspend File.</p>	Watch MTC: None CSAC: Watch League: Support
AB 2535 Obernolte (R) Toll Evasion	6/14/18 Senate Transportation & Housing Committee Set for hearing on 6/19	<p>This bill would a notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. Because this bill would require an issuing agency or a processing agency to include additional materials in the notice, it would impose a state-mandated local program. Last amended on 3/19/18</p>	Support Approved: 2/22/18 MTC: None CSAC: None League: Watch

TAM Bill Matrix – June

Measure	Status	Bill Summary	Position
AB 2919 Frazier (D) Transportation Permits	4/24/18 Assembly Environmental Safety & Toxic Materials Committee Died in committee	<p>This bill would state the intent of the Legislature to enact legislation that would require all permitting agencies that interact with Caltrans, including, but not limited to, 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. Last amended on 3/19/18</p> <p>Given that the legislature recently enacted legislation -AB 1282 (Mullin, Chapter 643, Statutes of 2017)- that established a task force to look at this issue, the bill was not set for hearing.</p>	Watch MTC: None CSAC: Support League: Watch
AB 3124 Bloom Bus Length: bike racks	6/1/18 Chapters by the Secretary of State, Chapter 22, Statutes of 2018	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated 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 increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches in order to accommodate bike racks.</p>	Support Approved: 2/22/18 MTC: None CSAC: Watch League: Watch
SB 760 Wiener (D) Urban street design: guidance	6/4/18 Assembly Transportation Committee	<p>Existing law authorizes Caltrans to issue a permit to the owner or developer of property adjacent to or near a state highway, including the associated right-of-way, to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. Existing law specifies that the permit may be issued only if the work within the highway right-of-way is to be performed in accordance with plans and specifications approved by the department.</p> <p>If the improvement would not affect the operation of the state highway and the associated work would be performed in accordance with local agency plans and specifications, this bill would prohibit the department from denying an application for a permit solely because the associated work is not to be performed in accordance with plans and specifications approved by the department. Last amended on 6/4/18</p>	Watch MTC: None CSAC: Watch League: Watch
SB 848 Committee on Budget Indirect Cost Rate Proposal	6/15/18 Governor's Desk	<p>Caltrans does work on behalf of Self-Help Counties who develop projects on the state highway system, in addition to cities, regional transit and transportation agencies, certain state agencies, and private entities. 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.</p> <p>The purpose of this item, which is sponsored by the Self-Help Counties Coalition, is include in the transportation budget trailer bill to cap the indirect costs at 10% for a period of 3 years.</p>	Recommend Support MTC: None CSAC: None League: None

TAM Bill Matrix – June			
Measure	Status	Bill Summary	Position
SB 1119 Newman (D) Low Carbon Transit Operations Program	6/13/18 Assembly Transportation Committee	<p>The Cap and Trade Program dedicates 5% of all auctions proceeds to the Low Carbon Transit Operations Program (LCTOP), administered by Caltrans, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Program recipients with service areas including disadvantaged communities, as specified, must expend at least 50% of LCTOP funds on projects or services that meet specified requirements and 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, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.</p>	Support Approved: 2/22/18 MTC: None CSAC: None League: None
SB 1262 Newman (D) Construction Manger/ General Contractor Procurement Method	6/13/18 Assembly Transportation Committee	<p>This bill would remove the cap on the number of projects for which the department is authorized to use the CM/GC method (currently 24), eliminate the minimum construction costs limitation (\$10 million), and make conforming changes to existing provisions. The bill would delete the requirements to use department employees or consultants to perform specified services. <i>The bill would require the department to submit a report to the Legislature by July 1, 2022, that includes, among other requirements, a comprehensive assessment on the effectiveness of the Construction Manager/General Contractor project delivery method relative to project cost and time savings for all projects approved under these provisions as of January 1, 2022. Last amended on 4/10/18</i></p>	Support Approved: 2/22/18 MTC: None CSAC: Watch League: Watch
SB 1328 Beall (D) Mileage-based road user fee	6/14/18 Assembly Appropriations Committee	<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 <i>continue to assess the potential for mechanisms, including, but not limited to, 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, instead, require the committee to gather public comment related to the assessment of those mechanisms.</i></p> <p>TAM supports the continued effort to gather information, and not necessarily implementation of a mileage-based user fee at this time.</p>	Support Approved: 2/22/18 MTC: None CSAC: Watch League: Watch
SB 1427 Hill (D) HOV and HOT Lanes	2/16/18 Introduced	<p>This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements. Last amended on 6/7/18</p> <p>This bill was gut and amended for a non-transportation purpose.</p>	Support is no longer relevant

THIS PAGE LEFT BLANK INTENTIONALLY