

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 21-22, 2018

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Action

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Subject: **STATE AND FEDERAL LEGISLATIVE MATTERS**

ISSUE:

Should the California Transportation Commission (Commission):

- 1) Accept the staff report on the proposed legislation identified and monitored by staff as presented in Attachment A?
- 2) Adopt a position of support in concept for:
 - a. Assembly Bill (AB) 2418 (Mullin), which would establish the California Smart Cities Challenge Grant Program
 - b. Senate Bill (SB) 1029 (McGuire), which would require the North Coast Railroad Authority to transfer its assets and obligations to the Department of Transportation before April 1, 2019
- 3) Adopt a position of support for:
 - a. SB 1328 (Beall), which would extend the operation of the Road Usage Charge Technical Advisory Committee until January 1, 2023
 - b. Senate Concurrent Resolution (SCR) 90, which would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in Riverside County as the Joseph Tavaglione Interchange
- 4) Approve the draft support letters presented in Attachment B for transmittal to the authors of the above bills?

RECOMMENDATION:

Staff recommends that the Commission:

- 1) Accept the staff report and provide direction on legislation of interest in Attachment A.
- 2) Adopt a position of support for AB 2418, SB 1029, SB 1328, and SCR 90, and approve the letters in Attachment B for transmittal to Assembly Member Mullin, Senator McGuire, Senator Beall, and Senator Roth, respectively.

BACKGROUND:

To date, the Assembly has introduced 3,577 bills this session, while the Senate has introduced 1,725. Staff has identified more than 50 bills that meet the Commission's monitoring criteria, though a number of these currently make non-substantive changes to current law and are considered "spot bills." A list of bills monitored by staff is presented in an updated format as Attachment A and is divided into three sections: 1) an update on the legislative recommendations from the Annual Report that were introduced into bills, 2) high-priority bills that directly impact the Commission's work, and 3) other bills that may not have a direct impact on the Commission but may present areas of concern or opportunities.

THE TRUMP ADMINISTRATION'S INFRASTRUCTURE PROPOSAL

The Trump Administration's Infrastructure Proposal calls for \$200 billion in direct federal funding over ten years to leverage at least \$1.5 trillion in total investment (including state, local and private investment). However, no new federal revenue is identified to fund new programs, and the proposal does not suggest increasing the federal gas tax to stabilize the Highway Trust Fund.

The \$200 billion would be allocated as follows:

- \$100 billion for a competitive incentives program, divided into specific amounts administered by U.S. Department of Transportation (DOT), U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency.
- \$20 billion dedicated to a Transformative Projects Program for "bold and innovative projects" that would have a significant impact on state and local infrastructure, but may not attract private investment because of the nature of the projects.
- \$20 billion dedicated to expanding infrastructure financing programs.
- \$10 billion to a new Federal Capital Revolving Fund to allow incremental revenues from energy development on public lands to pay for the needs of public lands infrastructure.
- \$50 billion for a Rural Infrastructure Program, with a portion set aside for tribal infrastructure.

These objectives may be partially funded through savings achieved by eliminating and restructuring existing programs. For example, the U.S. DOT budget request discusses new state and local revenue and funding to replace the discretionary grant programs it eliminates.

Of particular concern, this proposal would cap federal funding at 20 percent of the total cost of a project, which is almost the inverse of the existing framework. According to Caltrans, the most common funding participation ratio is roughly 80-88 percent federal funding to 12-20 percent state funding. Under the Trump Administration's proposal, state, local, and private entities would be required to provide at least 80 percent of the funding for projects to receive federal transportation infrastructure funding.

Additionally, the Trump Administration's Infrastructure Proposal does not indicate how much money will fund each individual infrastructure mode. New grant programs would be created for which infrastructure projects would be eligible, not only in transportation (highways, mass transit,

freight and passenger rail, airports, air traffic control, ports, and inland waterways) but also electrical grid, broadband, hydropower, drinking water, sewer, flood control, and brownfield/Superfund site redevelopment. Finally, the Plan says that funding for these new grant programs would be split between the U.S. DOT, the Department of Commerce, the U.S. Army Corps of Engineers, the Environmental Protection Agency, and the U.S. Department of Agriculture.

INTRODUCED LEGISLATION

The following bills contain language that is consistent with recommendations from the Commission's 2017 Annual Report to the Legislature:

AB 2418 (Mullin, Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program) would establish the California Smart Cities Challenge Grant Program, which would competitively allocate grants for emerging transportation technology projects. This bill would require the Commission to form a California Smart Cities Challenge Workgroup, and to develop guidelines for the program in consultation with the Workgroup.

Staff recommends that the Commission adopt a formal position of support in concept, as this bill is consistent with the Commission's recommendation to dedicate specific revenue to infrastructure projects that support advanced technologies. Staff recommends that the Commission approve the attached letter of support for transmittal to Assembly Member Mullin.

SB 1029 (McGuire, North Coast Railroad Authority) would require the North Coast Railroad Authority (NCRA) to transfer its rights, privileges, and responsibilities, excluding any preexisting liability related to debt, litigation, or contractual obligations, relating to both its right-of-way south of a point in the City of Willits and the railroad assets the NCRA owns to an unspecified successor agency, and to transfer its rights, privileges, and responsibilities relating to its right-of-way north of that point in the City of Willits to the Department of Transportation. The bill would abolish the NCRA after those transfers are made. The bill would require the unspecified successor agency to conduct a freight rail study incorporating the entire length of the southern right-of-way.

Staff recommends that the Commission adopt a formal position of support in concept, as this bill provides an opportunity to address the Commission's recommendation for the Legislature to explore options to oversee the development of a plan for NCRA's future. Staff recommends that the Commission approve the attached letter of support for transmittal to Senator McGuire. Staff will continue to provide technical assistance to Senator McGuire's office as the bill moves forward.

SB 1328 (Beall, Mileage-based road usage fee) would extend the operation of the Road Usage Charge Technical Advisory Committee provisions until January 1, 2023 and would require the technical advisory committee to continue assessing the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

Staff recommends that the Commission adopt a formal position of support, as this bill is consistent with the Commission's recommendation to the Legislature included in the 2017 Annual Report. Staff recommends that the Commission approve the attached letter of support for transmittal to Senator Beall.

SCR 90 (Roth, Joseph Tavaglione Interchange) would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in Riverside County as the Joseph Tavaglione Interchange.

Staff recommends that the Commission adopt a formal position of support as this bill would acknowledge and honor Commissioner Tavaglione's leadership in transportation policy and many contributions to his community and the State of California.

AB 2548 (Friedman, Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District) would authorize the Los Angeles County Metropolitan Transportation Authority, in coordination with the South Coast Air Quality Management District, to jointly adopt a commute benefit ordinance. This bill would partially support the Commission's recommendation for the Legislature to expand statutory authority for regions to adopt and implement a regional commuter benefits ordinance similar to a successful program in the Bay Area to increase ridesharing, reduce greenhouse gas emissions, and advance statewide climate goals.

While this bill does not meet the Commission's criteria of addressing a state-wide issue, this bill conceptually addresses, on a local level, the intent of a legacy recommendation from the Commission's Annual Report by promoting effective partnerships within transportation agencies. Staff does not recommend a formal position on this bill, but has reached out to Assembly Member Friedman's staff to offer technical assistance.

Finally, **AB 2734 (Frazier, California Transportation Commission)** would exclude the California Transportation Commission from the Transportation Agency, establish it as a separate entity in state government, and require it to act in an independent oversight role.

Attachments:

Attachment A – List of bills the Commission is monitoring this session

Attachment B – Draft letters: to Assembly Member Mullin in support of AB 2418, to Senator McGuire in support of SB 1029, to Senator Beall in support of SB 1328, and to Senator Roth in support of SCR 90

Attachment C – Text of AB 2418, AB 2548, AB 2734, SB 1029, SB 1328, and SCR 90

CTC High Priority Bills

Bills that could directly impact the Commission's work and are of statewide significance to transportation

[AB 1756 \(Brough R\)](#) Transportation funding.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would repeal the Road Repair and Accountability Act of 2017.

Position: Oppose

[AB 1759 \(McCarty D\)](#) General plans: housing element: production report: withholding of transportation funds.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under the Road Maintenance and Rehabilitation Program, existing law requires funds to be made available for apportionment by the Controller to cities and counties pursuant to a specified formula. Prior to receiving an apportionment of funds, an eligible city or county must submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Existing law requires the Commission to report to the Controller the cities and counties that have submitted a list of projects. This bill would, commencing with the 2022–23 fiscal year and through and including the 2051–52 fiscal year, also require cities and counties to be certified in the prior fiscal year by the Department of Housing and Community Development, with respect to the housing and land use element of their general plans, in order to remain eligible for an apportionment of these transportation funds. This bill would require the Controller to withhold the apportionment of these transportation funds for each city and county that is not in compliance with this requirement.

[AB 1806 \(Ting D\)](#) Budget Act of 2018.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would make appropriations for the support of state government for the 2018–19 fiscal year. This bill contains other related provisions.

[AB 1866 \(Fong R\)](#) Transportation funding.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, 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.

AB 1874 (Voepel R) Fuel taxes: Off-Highway Vehicle Trust Fund.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the moneys attributable to the excise tax on gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. Current law requires the Controller to withhold \$833,000 from the monthly transfer to the Off Highway Vehicle Trust Fund, and transfer that amount to the General Fund. This bill would, on June 30, 2019, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer to the Off-Highway Vehicle Trust Fund and transfer that amount to the General Fund. The bill would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.

AB 1898 (Mathis R) State highways: property leases.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the Department of Transportation to lease certain property, including the area above or below a state highway, and certain property held for future highway purposes, to public agencies under specified terms and conditions, including specific provisions governing leases of airspace and other property in the City and County of San Francisco for purposes of an emergency shelter or feeding program. Current law also requires that a lease be offered on a right of first refusal by the department to the city and county or a political subdivision of the city and county and authorizes leases of property for park, recreational, or open-space purposes. This bill would make these provisions applicable to any airspace under a freeway or real property acquired for highway purposes located in a disadvantaged community, as specified.

AB 1901 (Obernolte R) California Environmental Quality Act: exemption: roadway projects.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: 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.

Position: Support

AB 1905 (Grayson D) Environmental quality: judicial review: transportation projects.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.

Position: Support

AB 2418 (Mullin D) Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the California Transportation Commission to form the California Smart City Challenge Workgroup to provide the commission with guidance on program matters, as specified. The bill would authorize the commission, in consultation with the workgroup, to develop guidelines for the program, which would not be subject to the Administrative Procedure Act, and to revise them as necessary.

Position: (Recommended) Support

AB 2615 (Carrillo D) Department of Transportation: powers and duties: memoranda of understanding.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation to enter into memoranda of understanding with all appropriate public agencies, including the Department of Parks and Recreation and any local public entity, for purposes of providing maximum and safe pedestrian access to state and local parks.

AB 2629 (Eqqman D) Department of Transportation: state highways.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.

AB 2734 (Frazier D) California Transportation Commission.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.

AB 2851 (Grayson D) Federal funds: highway safety improvements.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current federal law provides for apportionment of certain federal funds to the state for highway safety improvements. Current law requires these funds to be deposited in the State Highway Account and provides that these funds are appropriated for allocation by the California Transportation Commission. This bill would make nonsubstantive changes to these provisions.

AB 2919 (Frazier D) Transportation: permits.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would state the intent of the Legislature to enact legislation that would require all permitting agencies that interact with the Department of Transportation, 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.

AB 3024 (Nazarian D) City streets and highways.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any current street or highway a freeway. This bill would make nonsubstantive changes to this provision.

AB 3059 (Bloom D) Congestion pricing demonstration pilot projects.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California.

AB 3246 (Committee on Transportation) Transportation: omnibus bill.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to impose a fee on motor vehicles, as specified, that is paid quarterly to the Controller and continuously appropriated for disbursement to the county, as specified, to be used to fund programs relating to vehicle theft crimes. Current law requires a county that imposes this fee to issue an annual report to the Controller on or before August 31. Existing law requires the Controller to suspend a county's fee for one year if the county fails to submit the report by November 30 and requires the Controller to inform the Department of Motor Vehicles on or before January 1 that a county's authority to collect the fee is suspended. This bill would instead require the Controller to inform the Department of Motor Vehicles on or before February 1 that a county's authority to collect the fee described above is suspended.

SB 1000 (Lara D) Transportation electrification: electric vehicle charging infrastructure.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Energy Commission, in consultation with the State Air Resources Board (state board), to develop minimum labeling standards for publicly accessible electric vehicle charging stations, to develop a cost-per-vehicle-mile-driven price metric for charging stations, to be known as the e-gallon rating, to develop, and biennially reassess, minimum charging speed standards for direct current fast charging stations and for electric vehicle batteries, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use state moneys to more proportionately deploy new charging station infrastructure.

SB 1029 (McGuire D) North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the North Coast Railroad Authority, before April 1, 2019, to transfer its rights, privileges, and responsibilities, excluding any preexisting liability related to debt, litigation, or contractual obligations, relating to both its right-of-way south of a point in the City of Willits and the railroad assets the authority owns to an unspecified successor agency, and to transfer its rights, privileges, and responsibilities relating to its right-of-way north of that point in the City of Willits to the Department of Transportation. The bill would abolish the authority after those transfers are made.

Position: (Recommended) Support

SB 1037 (Cannella R) State government finance: Road Maintenance and Rehabilitation Program.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.

SB 1328 (Beall D) Mileage-based road usage fee.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current 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 current 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. Current 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. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.

Position: (Recommended) Support

SB 1427 (Hill D) High-occupancy vehicle and high-occupancy toll lanes.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for high-occupancy vehicles. 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.

SCR 90 (Roth D) Joseph Tavaglione Interchange.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This measure would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange. The measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

Position: (Recommended) Support

CTC Secondary List

Bills that may not directly impact the Commission, but could present areas of concern or opportunities to provide technical assistance.

AB 87 (Ting D) Autonomous vehicles.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Motor Vehicles to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.

AB 118 (Committee on Budget) Transportation.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation to develop and submit to the Legislature and specified legislative caucuses, by January 1, 2019, a detailed outreach plan intended to increase procurement opportunities for new and limited contracting small business enterprises, as defined, including, but not limited to, those owned by women, minority, disabled veterans, LGBT, and other disadvantaged groups, in all the department's transportation programs, to undertake specified outreach activities required to be included in the plan, and to update that plan and submit it to specified entities.

AB 427 (Muratsuchi D) California Aerospace Commission.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish the California Aerospace and Aviation Commission consisting of 17 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California. The bill would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and would require the commission to report and provide recommendations to the Governor and the Legislature, as specified.

AB 558 (Quirk-Silva D) Alternative fuel vehicles: flexible fuel vehicles.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would provide that the joint committee may recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation.

AB 636 (Irwin D) Local streets and roads: expenditure reports.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

AB 1395 (Chu D) State highways: Department of Transportation: litter cleanup and abatement: report.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by the department to have the highest incidences of litter and to reallocate existing litter cleanup resources as necessary in order to implement this priority. The bill would also require the department, on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings.

AB 1561 (Quirk-Silva D) Economic development: infrastructure: logistic hubs.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature, not later than February 1, 2019, a strategy for international trade and investment that includes, at minimum, specified components. Existing law requires that this strategy include a framework that enables the office to evaluate on an ongoing basis, as appropriate, current workforce, infrastructure, research and development, and other needs of small and large firms, including, among other things, airports. Instead require that the strategy identify the process the Governor's Office of Business and Economic Development will use to complete that evaluation, and would require that the strategy also evaluate logistic hubs.

AB 2145 (Reyes D) Vehicular air pollution.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would add as eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that support grid integration and integrated storage solutions and charging management demonstration and analytics. The bill would additionally require the energy commission, as part of the guidance developed for the program, to advise the State Air Resources Board on to how to allocate moneys for vehicle charging infrastructure consistent with the energy commission's investment plan strategies on charging infrastructure that is part of the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007. The bill instead would require the guidance to promote projects that assist the state in reaching its climate goals beyond 2030.

AB 2206 (Brough R) Vehicles: registration information.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law generally requires a motor vehicle to be registered, and the appropriate fees paid, in order to operate the vehicle on a highway, as specified. Upon registering a vehicle, current law requires the Department of Motor Vehicles to issue a certificate of ownership to the legal owner and a registration card to the owner, as specified. Current law requires a registration card to contain certain information upon its face, including the name and residence or business address of the owner and of the legal owner of the vehicle. The bill would require the registration card issued for a vehicle to display, as a separate line item, the amount of the transportation improvement fee that is included in the cost of registration for the vehicle.

AB 2252 (Limón D) State grants: state grant administrator.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish, within the Government Operations Agency, a state grant administrator who is designated by the Governor to serve as the state's primary point of contact for information on grants provided by state agencies. The bill would authorize the state grant administrator, among other things, to support the establishment of a statewide network of individuals who serve as point of contact for state grant opportunities in state agencies.

AB 2304 (Holden D) Transit pass programs: status report.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.

AB 2341 (Mathis R) California Environmental Quality Act: aesthetic impacts.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that, except as provided, the aesthetic effects of projects meeting certain requirements are not significant effects on the environment for purposes of CEQA and that the lead agency is not required to evaluate the aesthetic effects of those projects.

AB 2548 (Friedman D) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Current law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority. This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified.

AB 2856 (Melendez R) California Environmental Quality Act: housing development projects.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, except as provided, prohibit the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of housing development projects, as defined.

AB 2865 (Chiu D) High-occupancy toll lanes: Santa Clara Valley Transportation Authority.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in the County of Santa Clara and on State Highway Route 101 in the County of San Mateo in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, as prescribed. This bill would make nonsubstantive changes to these provisions.

AB 2951 (Gloria D) Commute benefit policies.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes a program that authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance. This bill would make nonsubstantive changes to this program.

AB 2955 (Friedman D) Traffic: City of Burbank.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the City of Burbank, when conducting an engineering and traffic survey of the public streets within the boundaries of the Rancho Master Plan area in the city, to consider equestrian safety, in addition to the specified factors set forth. This bill contains other related provisions.

AB 2996 (Fong R) Department of Transportation: Job order contracting.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. This bill, until July 1, 2022, would authorize the Department of Transportation to use job order contracting, an alternative procurement procedure, for certain types of highway maintenance work.

AB 3079 (O'Donnell D) Ports.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides for the formation of port districts and prescribes procedures for the formation and operation of those districts. Under current law, a port district is governed by a board of port commissioners, comprised as specified. This bill would declare the intent of the Legislature to enact legislation relating to public ports in California.

AB 3106 (Nazarian D) Autonomous vehicles.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make technical, nonsubstantive changes to those provisions.

AB 3132 (Chau D) Autonomous vehicles.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions

AB 3165 (Friedman D) Hydrogen-fueled vehicles.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the State Energy Resources Conservation and Development Commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling stations in the state. Current law provides that the commission may cease providing funding for those stations once the commission determines, in consultation with the State Air Resources Board, that the private sector is establishing publicly available hydrogen-fueling stations without the need for government support. This bill would delete the latter provision.

AB 3177 (Chávez R) North County Transit District.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would provide that it is the intent of the Legislature to enact legislation relating to the North County Transit District.

SB 760 (Wiener D) Bikeways: design guides.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.

SB 827 (Wiener D) Planning and zoning: transit-rich housing bonus.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor.

SB 839 (Mitchell D) Budget Act of 2018.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would make appropriations for the support of state government for the 2018–19 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.

SB 903 (Cannella R) Transportation Development Act: County of Stanislaus.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the Stanislaus Council of Governments, a transportation planning agency, to consider population density when determining if specified operators have met the requirements for claims for transit funds, and to reduce the applicable ratio of fare revenues to operating cost for specified operators by up to 5 percentage points from the ratio that was effective during the 2016–17 fiscal year if the population density of the County of Stanislaus is less than, or equal to, 1000 persons per square mile.

SB 989 (Wieckowski D) State highways: relinquishment.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the California Transportation Commission to relinquish to the City of Fremont a specified portion of Route 84 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.

SB 1117 (Beall D) Department of Transportation: highway engineers.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law specifies certain powers and duties of the department relative to the recruitment and retention of highway engineers, including participation by the department in student loan repayment, offering of salaries above the lowest salary step, and various other provisions. This bill would make a nonsubstantive change to these provisions.

SB 1289 (Committee on Judiciary) Maintenance of the codes.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law directs the Legislative Counsel to advise the Legislature from time to time as to legislation necessary to maintain the codes. This bill would make nonsubstantive changes in various provisions of law to effectuate the recommendations made by the Legislative Counsel to the Legislature.

SB 1301 (Beall D) State permitting: environment: processing times.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Fish and Wildlife, the San Francisco Bay Conservation and Development Commission, the California Coastal Commission, the State Water Resources Control Board, and a California Regional Water Quality Control Board, for certain permits that each entity administers, to keep an accurate record of permit processing times. The bill would require these entities to issue a quarterly report that discloses any legally mandated permit processing times and the average permit processing times for all projects and for large-sized projects, as specified.

SB 1324 (Roth D) Director of Transportation.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that any reference in any law or regulation to the State Highway Engineer shall be deemed to refer to the Director of Transportation. This bill would make nonsubstantive changes to that provision.

SB 1342 (Cannella R) Autonomous vehicles.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions.

SB 1376 (Hill D) Transportation network companies: accessibility plans.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would express the intent of the Legislature that every transportation network company ensure that it provides full and equal access to all persons with disabilities.

SB 1387 (Beall D) Peninsula Rail Transit District.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.

SB 1479 (Stern D) Los Angeles County Metropolitan Transportation Authority.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that the Los Angeles County Metropolitan Transportation Authority is the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. Existing law provides that the authority, at a minimum, reserves to itself exclusively specified powers and responsibilities, including, among other things, approval of labor contracts covering employees of the authority and organizational units of the authority and the approval of transportation zones. This bill would make nonsubstantive changes to these provisions.

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ASSEMBLY MEMBER JIM FRAZIER, Ex Officio
SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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March 21, 2018

The Honorable Kevin Mullin
Speaker pro Tempore of the Assembly
State Capitol, Room 3160
Sacramento, CA 95814

Re: Support for Assembly Bill 2418, California Smart Cities Challenge Grant Program

Dear Assembly Member Mullin,

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

The Commission adopted a position of support in concept for Assembly Bill (AB) 2418 at its March 21, 2018 meeting. This proposed legislation would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs and require the Commission to form the California Smart City Challenge Workgroup to provide guidance on the development of this program.

This bill is consistent with the Commission's legislative recommendations provided to the Legislature in its 2017 Annual Report. This bill would pave the way for the development of a pilot program that would accelerate the testing and adoption of advanced technologies in municipalities within the state. The Commission understands the value of incentivizing local

Re: Support in Concept for AB 2418

March 21, 2018

Page 2 of 2

jurisdictions to work with technology companies and consider solutions beyond the traditional transportation paradigm.

The Commission commends your leadership in encouraging communities to consider the incoming transportation changes brought by advancing technologies. The Commissioners and staff are available to provide any information that may assist you in moving this legislation forward. Should you have any questions or concerns, please do not hesitate to contact Executive Director Susan Bransen at (916) 654-4245 or via email at Susan.Bransen@catc.ca.gov.

Sincerely,

FRAN INMAN

Chair

c: Commissioners, California Transportation Commission
Susan Bransen, California Transportation Commission, Executive Director
The Honorable Jim Beall, Senate Transportation and Housing Committee, Chair
The Honorable Anthony Cannella, Senate Transportation and Housing Committee, Vice-Chair
The Honorable Jim Frazier, Assembly Transportation Committee, Chair
The Honorable Vince Fong, Assembly Transportation Committee, Vice-Chair
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March 21, 2018

The Honorable Mike McGuire
Member of the Senate
State Capitol, Room 5061
Sacramento, CA 95814

Re: Support in Concept for Senate Bill 1029, The Great Redwood Trail Act

Dear Senator McGuire,

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

The Commission adopted a position of support in concept for Senate Bill (SB) 1029 at its March 21, 2018 meeting. This bill provides a vehicle to address ongoing concerns regarding the future and viability of the North Coast Railroad Authority (NCRA).

After NCRA's management shared in a June 2017 presentation to the Commission that it was having difficulty maintaining and expanding rail service, has never been-self-sufficient, and was routinely unable to pay its obligations, the Commission included a recommendation in its Annual Report to the Legislature to form a committee of stakeholders to oversee a development of a plan for the future of this statutorily-created enterprise. These concerns were further illuminated by NCRA management's presentation of their strategic plan to the Commission in the January 2018 meeting. This plan failed to provide sufficient information for the Legislature and other

Re: Support in Concept for SB 1029

March 21, 2018

Page 2 of 2

stakeholders to make informed decisions on the future of NCRA. Commission staff notes the lack of information on NCRA's financial position, debt obligations, market analysis, expected benefits, funding partners, accountability or performance metrics, and other factors needed to make a business case for NCRA to become operationally viable.

The Commission commends your leadership in proposing solutions to ensure that the State's right-of-way is protected and dedicated to purposes that will provide long-lasting and sustainable public benefits for this and future generations. As this bill moves through the legislative process, the Commissioners and staff are available to provide any information that may assist you.

Should you have any questions or concerns, please do not hesitate to contact Executive Director Susan Bransen at (916) 654-4245 or via email at Susan.Bransen@catc.ca.gov.

Sincerely,

FRAN INMAN
Chair

c: Commissioners, California Transportation Commission
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March 21, 2018

The Honorable Jim Beall
Member of the Senate
State Capitol, Room 2082
Sacramento, CA 95814

Re: Support for Senate Bill 1328

Dear Senator Beall:

On behalf of the California Transportation Commission (Commission), I am writing to express the Commission's support for Senate Bill (SB) 1328. As part of its statutory charge, the Commission advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

The Commission adopted a position to support SB 1328 at its March 21, 2018 meeting since this legislation seeks to extend the operation of the Road Usage Charge Technical Advisory Committee (TAC). The TAC, established pursuant to SB 1077 (DeSaulnier, Chapter 835, Statutes of 2014), has served an invaluable role by providing a public process to carefully study alternatives to the gas tax and issue recommendations on the design of and criteria to evaluate California's landmark pilot program. Most recently, the TAC has reviewed the Transportation Agency's pilot program report of its findings and is considering policy areas for purposes of informing the Commission's statutorily-required legislative recommendations related to alternatives to the fuel tax.

The Honorable Jim Beall
Re: Support for Senate Bill 1328
March 21, 2018
Page 2 of 2

ATTACHMENT B

Maintaining this advisory body will ensure the continuity of a public process as alternatives are considered by a diverse membership of stakeholders, including industries such as telecommunications, privacy and security, highway user, social equity, regional transport, and national research and policymaking bodies.

With fuel consumption expected to decline and vehicle miles traveled expected to increase, the input of the TAC is critical as alternatives to the gas tax are explored. The Commission commends your leadership in addressing the need for sustainable funding for transportation infrastructure repairs, maintenance, and improvement. The Commissioners and staff are available to provide information that may assist you in moving this legislation forward.

If we can be of assistance, please contact the Commission's Executive Director, Susan Bransen, at 916-654-4245.

Sincerely,

FRAN INMAN
Chair

c: Commissioners, California Transportation Commission
Susan Bransen, California Transportation Commission, Executive Director
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March 21, 2018

The Honorable Richard Roth
Member of the Senate
State Capitol, Room 4034
Sacramento, CA 95814

Re: Support on Senate Concurrent Resolution 90

Dear Senator Roth,

On behalf of the California Transportation Commission (Commission), I would like to express the Commission's support for Senate Concurrent Resolution (SCR) 90, which would designate the interchange where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione Interchange.

Mr. Tavaglione has championed transportation policy and project implementation since his appointment to the Commission by Governor Davis in 2002, and has made such a great contribution that he was subsequently re-appointed by Governors Schwarzenegger and Brown. Having been elected twice by his peers to serve as the Chair of the Commission, Mr. Tavaglione continues to be a strong advocate for the advancement of transportation initiatives and provides visionary leadership for the state's transportation investments during an era that has seen remarkable progress despite the face of significant economic challenges.

Re: Support for Senate Concurrent Resolution 90

March 21, 2018

Page 2 of 2

Mr. Tavaglione was instrumental in landmark policies including implementation of Proposition 1B, Proposition 1A, and other programs; the adoption of regional transportation plan guidelines in response to the passage of Senate Bill 375; the approval of the first public-private partnership project (the Presidio Parkway Project in San Francisco County); and the authorization of nine design-build projects requested by Caltrans and local transportation entities.

Mr. Tavaglione's exceptional accomplishments as a California Transportation Commissioner is further accompanied by a long track record of service, philanthropy, and leadership on behalf of his community and the construction industry. He shared his expertise as the past Chairman of the State of California Contractors State License Board in Sacramento, and has served as past President of the National Association of State Contractors Licensing Agencies as well as serving two terms on the Riverside Board of Public Utilities. Mr. Tavaglione has also served as a Board Member of the Riverside Humane Society Pet Adoption Center, the Riverside County Regional Medical Center Foundation, and the Children's Spine Foundation.

As Mr. Tavaglione continues to serve the state of California in many capacities, this resolution would honor him in a meaningful and lasting way. His advocacy for transportation has been especially significant and his dedication and hard work on behalf of all Californians will provide benefits for years to come.

Thank you again for introducing SCR 90 and for allowing us the opportunity to support this resolution. Together, we are able to celebrate with gratitude both the accomplishments and service of one of our astute leaders in California. Should you have any questions or concerns, please do not hesitate to contact Executive Director Susan Bransen at (916) 654-4245 or via email at Susan.Bransen@catc.ca.gov.

Sincerely,

FRAN INMAN

Chair

c: Commissioners, California Transportation Commission

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AB-2418 Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.
(2017-2018)

SHARE THIS:



Date Published: 03/16/2018 04:00 AM

AMENDED IN ASSEMBLY MARCH 15, 2018

CALIFORNIA LEGISLATURE— 2017–2018 REGULAR SESSION

ASSEMBLY BILL**No. 2418****Introduced by Assembly Member Mullin****February 14, 2018**

An act *to add Part 5 (commencing with Section 75250) to Division 44 of the Public Resources Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

AB 2418, as amended, Mullin. Transportation: ~~advanced technologies: grant program.~~ *emerging transportation technologies: California Smart Cities Challenge Grant Program.*

Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs.

This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup to provide the commission with guidance on program matters, as specified. The bill would authorize the commission, in consultation with the workgroup, to develop guidelines for the program, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.

~~Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system.~~

~~This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.~~

Vote: majority Appropriation: no Fiscal Committee: ~~no~~yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. *Part 5 (commencing with Section 75250) is added to Division 44 of the Public Resources Code, to read:*

PART 5. California Smart City Challenge Grant Program

75250. *The California Smart City Challenge Grant Program is hereby established to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs.*

75251. *It is the intent of the Legislature that the program demonstrate how advanced data and intelligent transportation system (ITS) technologies and applications can be used to meet all of the following program goals:*

- (a) Reduce congestion.*
- (b) Keep travelers safe.*
- (c) Establish environmental and climate change goals.*
- (d) Enhance mobility.*
- (e) Connect underserved communities.*
- (f) Support economic vitality.*
- (g) Attract private investment.*
- (h) Spur innovation.*

75252. *(a) The California Transportation Commission, in consultation with the California Smart City Challenge Workgroup formed pursuant to Section 75253, shall develop guidelines for the program and may revise them as necessary. The commission shall adopt the guidelines following at least two public hearings.*

(b) The guidelines shall include project selection criteria and define the types of projects eligible for funding through the program. The guidelines shall require that an eligible project serve one or more of the goals described in Section 75251 and may favor a project that serves more than one of those goals.

(c) The guidelines shall not be subject to the requirements of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

75253. *The California Transportation Commission shall form the California Smart City Challenge Workgroup to provide the commission with guidance on program matters including, but not limited to, the development of and subsequent revisions to the guidelines developed pursuant to Section 75252, schedules and procedures, project selection criteria, performance measures, and evaluations. The workgroup may include, but shall not be limited to, representatives of local governmental agencies, local transportation organizations, and the University of California's Institute of Transportation Studies.*

75254. *Implementation of this part is contingent upon an appropriation in the annual Budget Act for purposes of the California Smart City Challenge Grant Program.*

~~SECTION 1. It is the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.~~

[Home](#)[Bill Information](#)[California Law](#)[Publications](#)[Other Resources](#)[My Subscriptions](#)[My Favorites](#)**AB-2548 Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.** (2017-2018)

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Date Published: 02/15/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2017–2018 REGULAR SESSION

ASSEMBLY BILL**No. 2548****Introduced by Assembly Member Friedman****February 15, 2018**

An act to add Section 65080.9 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2548, as introduced, Friedman. Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.

Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority.

This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 65080.9 is added to the Government Code, to read:

65080.9. (a) It is the intent of the Legislature to encourage metropolitan planning organizations, county transportation commissions, and local air quality management districts or air pollution control districts to work with local employers to adopt policies that encourage commuting by means other than driving alone. To encourage this, the Legislature hereby establishes a program in that regard in the County of Los Angeles.

(b) Notwithstanding Section 40717.9 of the Health and Safety Code, the Los Angeles County Metropolitan Transportation Authority, in coordination with the South Coast Air Quality Management District, with respect to the common area within their respective jurisdictions, may jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the authority and district to offer all covered employees a pretax option program, consistent with Section 132(f) of the Internal Revenue Code, allowing covered employees to elect to exclude from taxable wages employee commuting costs incurred for transit passes or vanpool charges, up to the maximum amount allowed by federal tax law.

(c) Nothing in this section shall prevent a covered employer from offering a more generous commuter benefit program that is otherwise consistent with the requirements of the applicable commute benefit ordinance. Nothing in this section shall require employees to change their behavior.

(d) An employer offering, or proposing to offer, an alternative commuter benefit program on the employer's own initiative, or an employer otherwise required to offer an alternative commuter benefit program as a condition of a lease, original building permit, or other similar requirement, if the alternative is not consistent with the program described in subdivision (b), may seek approval of the alternative from the authority or district. The authority or district may approve an alternative if it determines that the alternative provides at least the same benefit in terms of reducing single-occupant vehicle trips as the program described in subdivision (b). An employer that offers an approved alternative to covered employees in a manner otherwise consistent with this section is not required to offer the program described in subdivision (b).

(e) The commute benefit ordinance shall provide covered employers with at least six months to comply after the ordinance is adopted.

(f) An employer that participates in, or is represented by, a transportation management association that provides the employer's covered employees with the program described in subdivision (b) or an alternative commuter benefit program approved pursuant to subdivision (d), shall be deemed in compliance with the commute benefit ordinance and the transportation management association may act on behalf of those employers in that regard. The authority or district shall communicate directly with the transportation management association, rather than the participating employers, to determine compliance with the ordinance.

(g) A commute benefit ordinance adopted pursuant to this section shall specify all of the following:

(1) How the implementing agencies will inform covered employers about the ordinance.

(2) How compliance with the ordinance will be demonstrated.

(3) The procedures for proposing, and the criteria that will be used to evaluate, an alternative commuter benefit program pursuant to subdivision (d).

(4) Any consequences for noncompliance.

(h) Nothing in this section shall limit or restrict the statutory or regulatory authority of the authority or district.

(i) The authority shall not use federal planning funds in the implementation of the commute benefit ordinance.

(j) For purposes of this section, the following definitions shall apply:

(1) "Authority" means the Los Angeles County Metropolitan Transportation Authority.

(2) "Covered employee" means an employee who performed at least an average of 20 hours of work per week within the previous calendar month within the area where the ordinance adopted pursuant to this section operates.

(3) "Covered employer" means any employer for which an average of 50 or more employees per week perform work for compensation within the area where the ordinance adopted pursuant to this section operates. In determining the number of employees performing work for an employer during a given week, only employees performing work on a full-time basis shall be counted.

(4) "District" means the South Coast Air Quality Management District.



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AB-2734 California Transportation Commission. (2017-2018)

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CALIFORNIA LEGISLATURE— 2017-2018 REGULAR SESSION

ASSEMBLY BILL

No. 2734

Introduced by Assembly Member Frazier

February 15, 2018

An act to amend Sections 13975 and 14500 of, and to repeal Section 14534.1 of, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2734, as introduced, Frazier. California Transportation Commission.

Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.

This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 13975 of the Government Code is amended to read:

13975. There is in the state government the Transportation Agency. The agency consists of the Department of the California Highway Patrol, the ~~California Transportation Commission, the~~ Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.

SEC. 2. Section 14500 of the Government Code is amended to read:

14500. There is in ~~the Transportation Agency~~ *state government* a California Transportation Commission. *The commission shall act in an independent oversight role.*

SEC. 3. Section 14534.1 of the Government Code is repealed.

~~14534.1. Notwithstanding Section 12850.6 or subdivision (b) of Section 12800, as added to this code by the Governor's Reorganization Plan No. 2 of 2012 during the 2011-12 Regular Session, the commission shall retain independent authority to perform those duties and functions prescribed to it under any provision of law.~~



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SB-1029 North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency. (2017-2018)

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Date Published: 03/16/2018 04:00 AM

AMENDED IN SENATE MARCH 15, 2018

CALIFORNIA LEGISLATURE— 2017-2018 REGULAR SESSION

SENATE BILL

No. 1029

Introduced by Senator McGuire

February 08, 2018

~~An act relating to transportation.~~ *An act to add Section 14111 to, and to add Chapter 4 (commencing with Section 93030) to Title 12 of, the Government Code, and to add Chapter 14 (commencing with Section 5880) to Division 5 of, and to repeal Section 5883 of, the Public Resources Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 1029, as amended, McGuire. ~~North Coast Railroad Authority.~~ *North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency.*

(1) Existing law creates the North Coast Railroad Authority with various powers and duties relating to rail service in the north coast area of the state, including the authority to acquire, own, operate, and lease real and personal property reasonably related to the operation and maintenance of railroads.

This bill would require the authority, before April 1, 2019, to transfer its rights, privileges, and responsibilities, excluding any preexisting liability related to debt, litigation, or contractual obligations, relating to both its right-of-way south of a point in the City of Willits and the railroad assets the authority owns to an unspecified successor agency, and to transfer its rights, privileges, and responsibilities relating to its right-of-way north of that point in the City of Willits to the Department of Transportation. The bill would abolish the authority after those transfers are made. The bill would require the unspecified successor agency to conduct a freight rail study incorporating the entire length of the southern right-of-way.

(2) Existing law establishes the Active Transportation Program, within the Department of Transportation, to fund projects that promote active modes of transportation, such as biking and walking.

This bill would require the department, within 2 years of being transferred the rights, privileges, and responsibilities relating to the northern right-of-way described in paragraph (1), to inventory any parcel or contract related to the right-of-way and complete an environmental assessment of the right-of-way. The bill

would require the department, before January 1, 2021, to transfer those rights, privileges, and responsibilities to the Great Redwood Trail Agency.

This bill would create the Great Redwood Trail Agency, and provides for the appointment of its board of directors. The bill would require the agency, upon 4 board members joining the agency's initial board of directors, to advise the department on issues relating to railbanking and the creation and maintenance of a trail in, or next to, the northern right-of-way. The bill would require the agency to create and maintain a trail in, or next to, the northern right-of-way. The bill would require the agency to complete the railbanking process on, or next to, a portion of the northern right-of-way, and would authorize the agency to contract with an operator to operate freight or excursion rail service on the remaining portion of the northern right-of-way, as specified.

(3) Because this bill would impose new requirements on local entities, it would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

~~Existing law creates the North Coast Railroad Authority with various powers and duties relating to rail service in the north coast area of the state, including the authority to acquire, own, operate, and lease real and personal property reasonably related to the operation and maintenance of railroads.~~

~~This bill would provide that it is the intent of the Legislature to enact legislation to add the creation of a system-wide trail to the priorities of the North Coast Railroad Authority and to seek funds for the maintenance of the active portion of its rail corridor.~~

Vote: majority Appropriation: no Fiscal Committee: ~~no~~yes Local Program: ~~no~~yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. This bill shall be known, and may be cited, as the Great Redwood Trail Act.

SEC. 2. It is the intent of the Legislature to do all of the following:

(a) Create a systemwide hiking, biking, and riding trail within, or adjacent to, the North Coast Railroad Authority's right-of-way on the north coast, running from mile post 0.0 to mile post 300.5, including any associated branch or spur line.

(b) Settle all liabilities, debts, contractual obligations, and leasehold interests held by the Northwest Pacific Railroad, and other legal obligations of the North Coast Railroad Authority, transfer the authority's assets and the right-of-way as provided for in this act, and abolish the North Coast Railroad Authority, which was established by statute in 1989.

(c) Transfer the North Coast Railroad Authority's real property, rail assets, rail easements, and right-of-way, from Lombard, California, to mile post 142.5 in Willits, California, to an unspecified successor agency for the purposes of creating and maintaining a trail system and continuing to run freight along the active rail line.

(d) Secure funding for the construction of the systemwide trail and to maintain the active portion of the freight rail line.

(e) Create the Great Redwood Trail Agency, which will be responsible for constructing and maintaining a hiking, biking, and riding trail in the northern portion of the right-of-way, from mile post 142.5 to mile post 300.5.

(f) Transfer the northern portion of the North Coast Railroad Authority's right-of-way, from mile post 142.5 to mile post 300.5, to the Department of Transportation for a period of not more than two years, and then have it transferred to the Great Redwood Trail Agency.

SEC. 3. Section 14111 is added to the Government Code, to read:

14111. (a) Within two years of receiving the North Coast Railroad Authority's rights, privileges, and responsibilities relating to the authority's right-of-way north of mile post 142.5 in the City of Willits pursuant to

Section 93031, the department shall do both of the following:

- (1) Inventory any parcel or contract related to the right-of-way.*
- (2) Complete an environmental assessment of the right-of-way.*

(b) Before January 1, 2021, and after receiving notice from the Great Redwood Trail Agency pursuant to Section 5884 of the Public Resources Code, the department shall transfer those rights, privileges, and responsibilities described in subdivision (a) to the Great Redwood Trail Agency.

SEC. 4. *Chapter 4 (commencing with Section 93030) is added to Title 12 of the Government Code, to read:*

CHAPTER 4. Abolishment

93030. *Before April 1, 2019, the authority shall transfer its rights, privileges, and responsibilities, excluding any preexisting liability related to debt, litigation, or contractual obligations, relating to both its right-of-way south of mile post 142.5 in the City of Willits, including any associated branch or spur lines, and the railroad assets the authority owns to ____.*

93031. *Before April 1, 2019, the authority shall transfer its rights, privileges, and responsibilities relating to its right-of-way north of mile post 142.5 in the City of Willits, including any associated branch or spur lines, to the Department of Transportation.*

93032. *In making the transfers pursuant to Sections 93030 and 93031, the authority shall transfer all of its rights, privileges, and responsibilities relating to any right-of-way.*

93033. *Upon making all of the transfers described in this chapter, the authority shall be abolished.*

SEC. 5. *Chapter 14 (commencing with Section 5880) is added to Division 5 of the Public Resources Code, to read:*

CHAPTER 14. Great Redwood Trail Agency

5880. *The Great Redwood Trail Agency is hereby created.*

5881. *For purposes of this chapter, the following definitions shall apply:*

- (a) "Agency" means the Great Redwood Trail Agency.*
- (b) "Board" means the agency's board of directors described in Section 5882.*
- (c) "Department" means the Department of Transportation.*
- (d) "Right-of-way" means the entire length of the right-of-way transferred to the department pursuant to Section 93031 of the Government Code.*

5882. *The agency shall be governed by a board of directors, composed as follows:*

- (a) The Governor shall appoint two board members who are knowledgeable about trails, parks, railroads, or rivers.*
- (b) The Senate Committee on Rules shall appoint one board member who is knowledgeable about trails, parks, railroads, or rivers.*
- (c) The Speaker of the Assembly shall appoint one board member who is knowledgeable about trails, parks, railroads, or rivers.*
- (d) The Board of Supervisors of the County of Mendocino may appoint one board member.*
- (e) The Board of Supervisors of the County of Humboldt may appoint one board member.*
- (f) ____ may appoint one board member.*

5883. *(a) Upon four board members joining the agency's initial board, the agency shall advise the department on issues relating to railbanking and the creation and maintenance of a trail in, or next to, the right-of-way.*

(b) This section shall remain in effect only until January 1, 2022, and as of that date is repealed.

5884. *(a) Before January 1, 2021, the board of directors shall notify the department that the agency is ready to assume ownership of the right-of-way.*

(b) Upon the department making the transfer described in Section 14111 of the Government Code, the agency shall assume ownership of the right-of-way.

5885. *The agency shall do both of the following:*

(a) For the portion of the right-of-way between mile post 142.5 and mile post 284, including any associated branch or spur lines, the agency shall complete the railbanking process on, and create and maintain a trail in, or next to, that portion of the right-of-way. The agency may contract with a trail manager or organization to meet the requirements of this subdivision.

(b) For the portion of the right-of-way between mile post 284 and mile post 300.5, including any associated branch or spur lines, the agency shall create and maintain a trail in, or next to, that portion of the right-of-way, and may contract with a trail manager or organization to meet these requirements. The agency may contract with an operator to operate freight or excursion rail service on this portion of the right-of-way, except that the service shall not interfere with or harm the agency's trail.

SEC. 6. *Upon receiving the North Coast Railroad Authority's rights, privileges, and responsibilities relating to the authority's right-of-way south of mile post 142 in the City of Willits pursuant to Section 93030 of the Government Code, ____ shall conduct a freight rail study incorporating this entire length of the right-of-way.*

SEC. 7. *If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.*

~~SECTION 1. It is the intent of the Legislature to enact legislation to add the creation of a system-wide trail to the priorities of the North Coast Railroad Authority and to seek funds for the maintenance of the active portion of its rail corridor.~~


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SB-1328 Mileage-based road usage fee. (2017-2018)

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Date Published: 02/16/2018 09:00 PM

CALIFORNIA LEGISLATURE— 2017–2018 REGULAR SESSION

SENATE BILL**No. 1328****Introduced by Senator Beall****February 16, 2018**

An act to amend Sections 3090 and 3093 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1328, as introduced, Beall. Mileage-based road usage fee.

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.

This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 3090 of the Vehicle Code is amended to read:

3090. (a) The Chair of the California Transportation Commission shall create, in consultation with the Secretary of the Transportation Agency, a Road Usage Charge (RUC) Technical Advisory Committee.

(b) (1) 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 for California's roads and highways as an alternative to the gas tax system.

(2) Commencing January 1, 2019, the technical advisory committee shall also assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.

(c) The technical advisory committee shall consist of 15 members. In selecting the members of the technical advisory committee, the chair shall consider individuals who are representative of the telecommunications industry, highway user groups, the data security and privacy industry, privacy rights advocacy organizations, regional transportation agencies, national research and policymaking bodies, including, but not limited to, the Transportation Research Board and the American Association of State Highway and Transportation Officials, Members of the Legislature, and other relevant stakeholders as determined by the chair.

(d) Pursuant to Section 14512 of the Government Code, the technical advisory committee may request the Department of Transportation to perform such work as the technical advisory committee deems necessary to carry out its duties and responsibilities.

(e) The technical advisory committee shall study RUC alternatives to the gas tax. The technical advisory committee shall gather public comment on issues and concerns related to the pilot program and shall make recommendations to the Secretary of the Transportation Agency on the design of a pilot program to test alternative RUC approaches. The technical advisory committee may also make recommendations on the criteria to be used to evaluate the pilot program.

(f) In studying alternatives to the current gas tax system and developing recommendations on the design of a pilot program to test alternative RUC approaches pursuant to subdivision (e), the technical advisory committee shall take all of the following into consideration:

(1) The availability, adaptability, reliability, and security of methods that might be used in recording and reporting highway use.

(2) The necessity of protecting all personally identifiable information used in reporting highway use.

(3) The ease and cost of recording and reporting highway use.

(4) The ease and cost of administering the collection of taxes and fees as an alternative to the current system of taxing highway use through motor vehicle fuel taxes.

(5) Effective methods of maintaining compliance.

(6) The ease of reidentifying location data, even when personally identifiable information has been removed from the data.

(7) Increased privacy concerns when location data is used in conjunction with other technologies.

(8) Public and private agency access, including law enforcement, to data collected and stored for purposes of the RUC to ensure individual privacy rights are protected pursuant to Section 1 of Article I of the California Constitution.

(g) The technical advisory committee shall consult with highway users and transportation stakeholders, including representatives of vehicle users, vehicle manufacturers, and fuel distributors as part of its duties pursuant to subdivision (f).

SEC. 2. Section 3093 of the Vehicle Code is amended to read:

3093. This chapter shall remain in effect only until January 1, ~~2019~~, 2023, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, ~~2019~~, 2023, deletes or extends that date.


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SCR-90 Joseph Tavaglione Interchange. (2017-2018)

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AMENDED IN SENATE JANUARY 29, 2018

CALIFORNIA LEGISLATURE— 2017-2018 REGULAR SESSION

**SENATE CONCURRENT
RESOLUTION**

No. 90

**Introduced by Senator Roth
(Principal coauthors: Assembly Members Cervantes and Medina)**

January 22, 2018

Relative to the Joseph Tavaglione ~~Memorial Highway~~. *Interchange.*

LEGISLATIVE COUNSEL'S DIGEST

SCR 90, as amended, Roth. Joseph Tavaglione ~~Memorial Highway~~. *Interchange.*

This measure would designate the ~~Interchange~~ *interchange* where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione ~~Memorial Highway~~. *Interchange.* The measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

Fiscal Committee: yes

WHEREAS, Joseph Tavaglione is the President of Tavaglione Construction and Development Inc., a ~~family-owned~~ *family-owned* business in the City of Riverside that he started in 1960 with his younger brother, Louie Tavaglione. Before forming the family company, Joseph began his construction career working for a major lumber firm, followed by a spectacular career as a local residential developer overseeing the construction of thousands of military base housing units throughout military bases on the west coast; and

WHEREAS, Joseph Tavaglione now has more than 60 years of experience in the construction field, where his firm has built throughout the United States, primarily specializing in ~~free-standing~~ *freestanding* retail sit-down restaurants, fast food restaurants, and over 1,000 7-11 convenience stores and gas stations; and

WHEREAS, Tavaglione Construction and Development ~~Inc., Inc.~~ is now owned solely by him and his son, Jay, and their company holds licenses in California, Nevada, and Arizona, and still focuses on the development of restaurants and freestanding retail establishments; and

WHEREAS, In October of 2002, Joseph Tavaglione was appointed as a member of the California Transportation Commission (CTC) by Governor Gray Davis. He was reappointed by Governor Arnold Schwarzenegger in 2005 and again in 2009, and has been honored to serve as chair of the commission. On April 4, 2017, Mr. Tavaglione was reappointed to his fourth term on the CTC by Governor Jerry Brown. His term will expire on February 1, 2021; and

WHEREAS, Joseph Tavaglione is also the past chair of the California ~~Contractors~~ *Contractors'* State License Board, where he served two terms. He has also served as the past President of the National Association of State Contractors Licensing Agencies, as well as serving two four-year terms on the City of Riverside Board of Public Utilities and as a member of the City of Riverside Planning Commission; and

WHEREAS, Joseph Tavaglione is very active in the community personally and professionally. He is a Founding Member of the Board of Directors of the Security Bank of California, and is the past President of The Valley Group of the Inland Empire. He is also a member of the Board of Directors of the Riverside Humane Society Pet Adoption Center, the Riverside County University Health System Medical Center Foundation, and the Children's Spine Foundation. He is also a member of the Foundation Board of Trustees for both the University of California at Riverside and La Sierra University; and

WHEREAS, The Tavaglione family settled in the City of Riverside in ~~1927~~, *1927* and has been proud to serve the community and region ever since; now, therefore, be it

Resolved by the Senate of the State of California, the Assembly thereof concurring, That the Legislature hereby designates the ~~Interchange~~ *interchange* where State Highway Routes 60 and 91 meet Interstate 215 in the County of Riverside as the Joseph Tavaglione ~~Memorial Highway~~; *Interchange*; and be it further

Resolved, That the Department of Transportation is requested to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from nonstate sources sufficient to cover that cost, to erect those signs; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the Director of Transportation and to the author for appropriate distribution.