



2019 Laws Bring New Responsibilities

Caltrans to Join Fatality Reduction Task Force, Offer Land Leases to Aid Homeless

A diverse set of transportation-related bills approved by the Legislature and signed by the governor became law this year. The following is a list of the more significant pieces of legislation impacting Caltrans in 2019:

AB 2363 — Zero Traffic Fatalities Task Force

(Friedman, Frazier)

This bill requires the Secretary of the California State Transportation Agency to convene a Zero Traffic Fatalities Task Force by July 1 this year, and report findings to the Legislature by Jan. 1, 2020. The task force will include representatives from Caltrans and other State agencies, academic institutions, local governments, advocacy groups, and motorist service membership organizations. The statutory goal of the task force is to develop a structured, coordinated process for early engagement of all parties to reduce traffic fatalities to zero. The task force also will report on the efficacy of the 85th percentile as a methodology of setting speed limits in the State.

AB 2629, AB 3061, AB 3139, SB 519 — Emergency Shelters

(Eggman, Gloria, Bonta, Beall)

These bills allow Caltrans to lease State highway property for emergency shelter or food service purposes to Los Angeles, Oakland, San Diego, San Jose and Stockton for \$1 per month to help address the homelessness crisis in these cities.

SB 1262 — Construction Manager/General Contractor Delivery

(Beall)

This bill, sponsored by Caltrans, gives the Department permanent authority to use the Construction Manager/General Contractor project delivery method. This program provides an innovative approach to reducing project delivery costs and shortening completion schedules by incorporating contractor

input during the design of complex projects.

The law also removes the cap on the number of projects that Caltrans may undertake to deliver projects via the Construction Manager/General Contractor process, following several years of successful trials. During last year's pilot project, contractor innovations yielded an estimated \$80 million in overall savings. SB 1262 is an important element in Caltrans' plan to achieve at least \$100 million in efficiencies as mandated by the Road Repair and Accountability Act of 2017 (SB 1).

SB 1328 — Road Charge Research

(Beall)

This bill extends activities of the California Transportation Commission's Road Charge Technical Advisory Committee from Jan. 1, 2019, to Jan. 1, 2023. This bill allows for continued research into a sustainable source of transportation funding as vehicle technology evolves toward alternative fuel sources. The technical advisory committee consists of 15 members who meet in public, solicit comment on mileage-based revenue collection systems, assess the potential of road charge technology, and make recommendations.

AB 2615 — Improved Park Access

(Carrillo)

This bill requires Caltrans to partner with appropriate public agencies to develop strategies and plans to improve access for bicycles and pedestrians to parks near the State Highway System to the extent possible and where feasible and cost effective.

AB 3124 — Triple Bike Racks on Articulated Buses

(Bloom)

This bill allows transit agencies to install triple bicycle racks on 60-foot articulated transit buses, typically used in urban settings, by increasing the allowable length of the bicycle racks from 36 inches to 40 inches where approved by a route review committee.

SB 1119 — Flexibility in the Low Carbon Transit Operations Program

(Beall)

This bill waives current law requiring a transit agency to expend 50 percent of its Low Carbon Transit Operations Program allocation on projects or services benefitting disadvantaged communities if the agency expends program funds on specified fare subsidies, fare technology improvements, transit service connections, or zero emission transit buses.

AB 2272, AB 2473, SB 989 — Highway Relinquishments

(Mayes, Bonta, Wieckowski)

These bills authorize Caltrans to relinquish more than 15 miles of State highway serving as local streets to localities interested in improving them to meet their needs once each city comes to an agreement with Caltrans and the agreement is approved by the California Transportation Commission. The authority applies to State Route 111 in Palm Springs, State Route 185 in San Leandro, and State Route 84 between Interstate 880 and State Route 238 in Fremont.

Source: Caltrans Legislative Affairs Office

