

TAMC Bill List
March 27, 2017

Assembly bills

AB 1 (Frazier) Transportation funding

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Committees on Transportation and Natural Resources

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. Would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

Priority: 1S

Position: SUPPORT

Action Taken: Letter sent 12/16/16

AB 17 (Holden) Transit Pass Program: free or reduced-fare transit passes

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Committee on Transportation

Summary: Would create the Transit Pass Program to be administered by Caltrans. Would require the Controller to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.

Priority: 15S

Position: Watch

AB 18 (Garcia, Eduardo) California Clean Water, Climate, Coastal Protection, and Outdoor Access for All Act of 2018

Introduced: 12/5/2016

Last Amended: 2/23/2017

Status: 3/20/2017- In Senate. Read first time. To Committee on Rules for assignment

Summary: Would enact the California Clean Water, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3.105 billion to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.

Priority: 5S

Position: Watch

AB 28 (Frazier) Department of Transportation: environmental review process: federal pilot program

Introduced: 12/5/2016

Last Amended: 3/2/2017

Status: 3/20/2017- Enrolled and presented to the Governor at 2:30 pm

Summary: Re-enacts, until January 1, 2020, Caltrans' authority to waive its 11th Amendment right to sovereign immunity from lawsuits brought in federal court thereby allowing Caltrans to continue assuming the role of the U.S. DOT for NEPA decision making. **The Senate amendments add a**

three-year sunset to provisions authorizing Caltrans to assume U.S. DOT's role for NEPA decision making until January 1, 2020.

Priority: 6S/2F

Position: SUPPORT

Action Taken: Letter sent 12/16/16

AB 65 (Patterson) Transportation bond debt service

Introduced: 12/13/2016

Status: 1/19/2017-Referred to Committee on Transportation

Summary: Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

Priority: 1S

Position: Watch

AB 278 (Steinorth) California Environmental Quality Act: exemption: existing transportation infrastructure

Introduced: 2/2/17

Status: 3/20/17 - In committee: Set, first hearing. Failed passage. Reconsideration granted.

Summary: Would exempt from CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure.

Priority: 6S

Position: Watch

AB 351 (Melendez) Transportation funding

Introduced: 2/8/2017

Status: 2/21/2017-Referred to Committee on Transportation

Summary: This bill would retain the weight fee revenues in the State Highway Account and would delete the requirement to transfer these revenues to the Transportation Debt Service Fund, thereby providing for these revenues to be used for any transportation purpose authorized by statute, upon appropriation by the Legislature.

Priority: 1S

Position: SUPPORT

Action Taken: Letter sent 3/27/17

AB 496 (Fong) Transportation funding

Introduced: 2/13/2017

Last Amended: 2/28/2017

Status: 3/1/2017- Referred to Committee on Transportation

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. 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.

Priority: 1S

Position: Watch

AB 577 (Caballero) Disadvantaged communities

Introduced: 2/14/2017

Last Amended: 3/9/2017

Status: 3/13/2017-Re-referred to Committees on Environmental Safety & Toxic Materials and Local Government

Summary: Existing law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan. This bill would ~~instead define~~ expand the definition of a disadvantaged community ~~as~~ to include a community with an annual per capita income that is less than 80% of the statewide annual per capita income.

Priority: 9S

Position: Watch

AB 694 (Ting) Bicycles

Introduced: 2/15/17

Status: 3/2/17: Referred to Committee on Transportation

Summary: Would require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized.

Priority: 5S

Position: Watch

AB 696 (Caballero) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties

Introduced: 2/15/2017

Status: 3/20/2017-From committee: pass and re-refer to Committee on Appropriations

Summary: Would require the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the CTC, with the concurrence of TAMC, for other state highway projects in the State Highway Route 101 corridor in that county. Would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

Priority: 3S

Position: SUPPORT (SPONSOR)

Action Taken: Letter sent 3/13/17, Testified at 3/20 hearing

AB 778 (Caballero) Insurance: community development investments

Introduced: 2/15/2017

Status: 3/2/2017-Referred to Committees on Insurance and Revenue and Tax

Summary: Would define a community development investment as certain projects, developments, or activities that, among other things, benefit low- to moderate-income individuals or families. Would include investments in reservation-based communities and investments in rural areas in community development investments. Would define community development infrastructure as all California debt where all or a portion of the debt has as its primary purpose community development for, or that directly benefits, low- to moderate-income communities.

Priority: 9S

Position: Watch

AB 863 (Cervantes) Affordable Housing and Sustainable Communities Program

Introduced: 2/16/2017

Status: 3/2/2017-Referred to Committee on Housing & Community Development

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. This bill would require the Strategic Growth Council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects.

Priority: 9S

Position: Watch

AB 1103 (Obernolte) Bicycles: yielding

Introduced: 2/17/2017

Status: 3/9/17: Referred to Committee on Transportation

Summary: Would authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. Would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn.

Priority: 5S

Position: Watch

AB 1063 (Fong) Transportation funds

Introduced: 2/16/2017

Status: 2/17/2017-From printer. May be heard in committee March 19.

Summary: Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires Caltrans to provide certain information to the Legislature to substantiate Caltrans' proposed capital outlay support budget. Spot bill.

Priority: 1S

Position: Watch

AB 1113 (Bloom) State Transit Assistance program**Introduced:** 2/17/2017**Status:** 3/9/2017-Referred to Committee on Transportation

Summary: Would revise and recast the provisions governing the State Transit Assistance (STA) program. Would provide that only STA-eligible operators are eligible to receive an allocation from the portion of program funds based on transit operator revenues. Would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator.

Priority: 2S**Position:** Watch**AB 1218 (Obernolte) California Environmental Quality Act: exemption: bicycle transportation plans****Introduced:** 2/17/2017**Status:** 3/9/2017-Referred to Committee on Natural Resources

Summary: CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend indefinitely those 2 exemptions.

Priority: 6S**Position:** SUPPORT**Action Taken:** Letter sent 3/27/17**AB 1223 (Caballero) Construction contract payments: Internet Web site posting****Introduced:** 2/17/2017**Status:** 3/9/2017-Referred to Committees Accountability and Administrative Review & Local Government

Summary: Current law imposes specified requirements on state and local agencies regarding payment of construction contracts. This bill would require, within 10 days of making a construction contract payment, a state or local agency to post to its Internet Web site the names of each construction contractor paid and the date and amount of the payment.

Priority: N/A**Position:** Concern**AB 1233 (Cunningham) Transportation Inspector General****Introduced:** 2/17/2017**Status:** 3/9/2017-Referred to Committees Accountability and Administrative Review & Transportation

Summary: Would create the Office of the Transportation Inspector General, as an independent office, to ensure that Caltrans and the High-Speed Rail Authority are operating efficiently, effectively, and in compliance with federal and state laws.

Priority: N/A**Position:** Watch

AB 1282 (Mullin) Transportation: task force: permit processing

Introduced: 2/17/2017

Status: 3/13/2017-Referred to Committee on Transportation

Summary: Would establish a transportation permitting task force consisting of representatives from Caltrans, the CTC, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.

Priority: 6S

Position: Watch

AB 1363 (Baker) Transportation revenues

Introduced: 2/17/2017

Status: 3/13/2017-Referred to Committee on Transportation

Summary: Current law requires certain revenues in the State Highway Account to be transferred to the Transportation Debt Service Fund, and requires the Controller to transfer from the fund to the General Fund to offset the current year debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service Proposition 116 of 1990.

Priority: 1S

Position: Watch

AB 1395 (Chu) State highways: blight

Introduced: 2/17/17

Status: 2/19/19 - From printer. May be heard in committee March 21

Summary: Would state the intent of the Legislature to enact legislation to create a pilot project that consists of the Caltrans Division of Maintenance working with a local jurisdiction to effectively address blight on state highway property.

Priority: N/A

Position: Watch

AB 1418 (O'Donnell) Freight transportation systems

Introduced: 2/17/17

Status: 2/19/19 - From printer. May be heard in committee March 21

Summary: Would state the intent of the Legislature to enact legislation ensuring and promoting the competitiveness of California's statewide and local freight transportation systems, including job growth, in a manner consistent with the goals of the Sustainable Freight Strategy.

Priority: N/A

Position: Watch

AB 1421 (Dababneh) Railroads: noise and vibration levels ~~Intercity rail services: noise and vibration~~

Introduced: 2/17/2017

Last Amended: 3/22/2017

Status: 3/23/2017-Re-referred to Committee on Transportation

Summary: Current law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools. Current law authorizes Caltrans to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. This bill would require the department to conduct a

~~study to determine the noise and vibration levels, associated with the operation of state-funded intercity rail passenger services, that impact residential areas or schools along railroad lines where the department contracts for those services.~~

Priority: N/A

Position: ~~OPPOSE~~ – change to Watch per amendments

AB 1436, as introduced, Levine. County highways

Introduced: 2/17/2017

Status: 2/19/19 - From printer. May be heard in committee March 21

Summary: Spot bill related to County highways.

Priority: N/A

Position: Watch

AB 1441 (Committee on Environmental Safety and Toxic Materials) Hazardous waste: transportation: electronic manifests

Introduced: 2/17/2017

Status: 3/21/2017-From committee: Do pass and re-refer to Committee on Appropriations

Summary: Current law, which is part of the hazardous waste control law, imposes various manifest requirements for transporting hazardous waste. This bill would authorize specified manifest requirements, including requirements to give, provide, send, forward, or return to another person a copy of a manifest, to sign a manifest or manifest certification by hand, or to keep or retain a copy of a manifest, to be satisfied through the use of the US EPA electronic manifest (e-Manifest) system.

Priority: 12S

Position: Watch

AB 1519 (Cervantes) State highways

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law establishes Caltrans and the CTC and provides that the department has full possession and control of all state highways. Spot bill.

Priority: TBD

Position: Watch

AB 1523 (Obernolte) Transportation funds

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law requires Caltrans and the CTC to develop estimates of available state and federal funds in the state transportation improvement program. Spot bill.

Priority: 1S

Position: Watch

AB 1630 (Bloom) California Transportation Plan: wildlife movement and barriers to passage

Introduced: 2/17/2017

Last Amended: 3/16/2017

Status: 3/20/2017-Re-referred to Committee on Water Parks and Wildlife

Summary: Current law provides for Caltrans to prepare the California Transportation Plan as a long-range planning document. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would add safe wildlife

movement across transportation infrastructure to reduce vehicle collisions that injure people, disrupt freight delivery, and increase the cost of insurance to the areas that the plan is required to consider.

Priority: 10S

Position: Watch

AB 1640 (Garcia, Eduardo) Transportation funding: low-income communities

Introduced: 2/17/2017

Status: 3/16/2017-Referred to Committee on Transportation

Summary: Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services.

Priority: 9S

Position: Watch

AB 1652 (Kalra) Public transportation

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Summary: Current law provides various sources of funding for transportation purposes, including public transportation. Spot bill.

Priority: 2S

Position: Watch

Senate Bills

SB 1 (Beall) Transportation funding

Introduced: 12/5/2016

Last Amended: 1/26/2017

Status: ~~Status:~~ 3/8/2017-From committee: Do pass and re-refer to Committee on Appropriations

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Would require the CTC to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.

Priority: 1S

Position: SUPPORT

Action Taken: Letter Sent 12/16/16

SB 2 (Atkins) Building Homes and Jobs Act

Introduced: 12/5/2016

Last Amended: 3/23/2017

Status: 3/23/2017-From committee with author's amendments. Read second time and amended.

Re-referred to Committee on Appropriations

Summary: Would enact the Building Homes and Jobs Act. Would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. Would impose a fee of \$75 to be paid at the time of the recording of every real estate instrument, per each transaction per single parcel of real property, not to exceed \$225.

Coauthors added.

Priority: 5S

Position: Watch

SB 3 (Beall) Affordable Housing Bond Act of 2018

Introduced: 12/5/2016

Last Amended: 3/14/2017

Status: 3/14/2017- Re-referred to Committee on Governance and Finance

Summary: Enacts the Affordable Housing Bond Act of 2018, which places a \$3 billion bond before voters in the November 2018 ballot to fund affordable housing purposes. Coauthors added.

Priority: 5S

Position: Watch

SB 4 (Mendoza) Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act

Introduced: 12/5/2016

Status: 3/9/2017-Set for hearing March 29. Senate Environmental Quality

Summary: Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600 million of state general obligation bonds as follows: \$200 million to the CTC for the Trade Corridors Improvement Fund; \$200 million to the State Air Resources Board for the Goods Movement Emission Reduction Program; and \$200 million to the State Air Resources Board for the use of zero- and near-zero emission trucks in areas of the state that are severe or extreme nonattainment areas for ozone and particulate matter.

Priority: 1S

Position: SUPPORT

SB 5 (De León) California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018

Introduced: 12/5/2016

Last Amended: 3/15/2017

Status: 3/17/2017-Set for hearing March 22, Senate Governance and Finance

Summary: Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of ~~\$3.5~~ \$3.5 billion to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Coauthors added.

Priority: 5S

Position: Watch

SB 150 (Allen) Regional transportation plans

Introduced: 1/18/2017

Last Amended: 3/8/2017

Status: 3/16/2017-Re-referred to Committees on Environmental Quality and Transportation & Housing

Summary: Existing law requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) as part of a Regional Transportation Plan (RTP), which is to be designed to achieve certain targets for 2020 and 2035 established by the ARB for the reduction of greenhouse gas emissions. This bill would require the ARB to update the greenhouse gas emission reduction targets and require the SCS or APS to include an appendix that outlines activities prioritized based on objectives relative to reductions in vehicle miles traveled (VMT) and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the ARB to monitor each MPO's SCS or APS, and to submit a progress report every 4 years to the CTC, which would include an

assessment of whether the MPO is on track to meet VMT and greenhouse gas emissions reduction targets. By imposing new requirements on local agencies, this bill would impose a state-mandated local program. 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.

Priority: N/A

Position: Watch

SB 158 (Monning) Commercial driver's license: education

Introduced: 1/19/2017

Status: 3/14/2017-Set for hearing April 4. Senate Transportation & Housing

Summary: Would require the DMV, no later than February 7, 2020, to adopt regulations related to entry-level driver training requirements for drivers of commercial motor vehicles including minimum hours of behind-the-wheel training and in compliance with federal regulations. Would also require, for issuance of an original commercial driver's license, a person to provide proof of successful completion of a course of instruction from a commercial motor vehicle driver training institution, or a program that is listed on the Training Provider Registry of the Federal Motor Carrier Safety Administration.

Priority: N/A

Position: SUPPORT

Action Taken: Letter sent 3/27/17

SB 224 (Jackson) California Environmental Quality Act: baseline conditions

Introduced: 2/2/2017

Status: 2/16/2017-Referred to Committee on Environmental Quality

Summary: Would prohibit a CEQA lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of unpermitted and/or illegal activities on the environment.

Priority: 6S

Position: Watch

SB 389 (Roth) ~~State highways~~ Department of Transportation: programmatic testing and inspection services

Introduced: 2/14/2017

Last Amended: 3/21/2017

Status: 3/21/2017- Read second time and amended. Re-referred to Committee on Rules

Summary: Would authorize Caltrans to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including aggregate qualifications, mix verifications, plant inspections, and laboratory certifications.

Priority: TBD

Position: Watch

SB 423 (Cannella) Indemnity: design professionals

Introduced: 2/15/2017

Last Amended: 3/21/2017

Status: 3/21/2017- Read second time and amended. Re-referred to Committee on Rules.

Summary: Current law provides, with respect to contracts with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to,

or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. This bill would make these provisions applicable to all contracts for design professional services entered into by any person or public or private entity on or after January 1, 2018.

Priority: N/A

Position: Watch

SB 594 (Beall) Highway Users Tax Account

Introduced: 2/17/2017

Status: 3/2/2017-Referred to Committee on Rules

Summary: Current law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund. Spot bill.

Priority: 1S

Position: Watch

SB 595 (Beall) City streets and highways

Introduced: 2/17/2017

Status: 3/2/2017-Referred to Committee on Rules

Summary: Spot bill related to City highways.

Priority: N/A

Position: Watch

SB 711 (Hill) Infrastructure finance: Local-State Sustainable Investment Incentive Program

Introduced: 2/17/2017

Status: 3/21/2017-April 5 hearing postponed by Committee on Governance and Finance

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the Infrastructure and Economic Development Bank. The bank is authorized to issue bonds, approve the issuance of certain bonds, invest moneys, and make loans. This bill would establish the Local-State Sustainable Investment Incentive Program, to be administered by the Strategic Growth Council.

Priority: 1S

Position: Watch

SB 732 (Stern) Transportation funding

Introduced: 2/17/2017

Status: 3/9/2017-Referred to Committee on Transportation & Housing

Summary: Would require the Department of Finance (DOF), on or before March 1, 2018, to compute the amount of outstanding loans made from specified transportation funds. Would require the DOF to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule. Would require the repaid funds to be transferred, pursuant to a specified formula, to cities and counties and to Caltrans for maintenance of the state highway system and for purposes of the state highway operation and protection program.

Priority: 1S

Position: Watch

SB 760 (Wiener) Transportation funding: active transportation: complete streets

Introduced: 2/17/2017

Status: 3/9/2017-Referred to Committee on Transportation & Housing

Summary: Would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting Caltrans' active transportation program goals and objectives. Would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

Priority: 1S

Position: Watch

SB 768 (Allen) Transportation funds

Introduced: 2/17/2017

Status: 3/9/2017-Referred to Committee on Rules

Summary: Current law requires Caltrans and the CTC to develop estimates of available state and federal funds for the State Transportation Improvement Program. Spot bill.

Priority: 1S

Position: Watch

SB 771 (De León) California Environmental Quality Act: continuing education: public employees

Introduced: 2/17/2017

Status: 3/10/2017-Set for hearing March 29.Senate Governance & Finance

Summary: Would establish a continuing education requirement for employees of public agencies who have responsibility for overseeing compliance with CEQA.

Priority: 6S

Position: Watch

SCA 2 (Newman) Motor vehicle fees and taxes: restriction on expenditures

Introduced: 1/18/2017

Status: 3/21/17 - From committee: adopted and re-referred to Committee on Appropriations

Summary: Would amend the California Constitution to prohibit the Legislature from borrowing revenues from fees and taxes imposed on vehicles or their use or operation, and from using those revenues other than as specifically permitted in the Constitution.

Priority: 1S

Position: **SUPPORT**

SCA 6 (Wiener) Local transportation measures: special taxes: voter approval

Introduced: 2/13/2017

Status: 3/8/2017-Set for hearing April 5. Senate Governance & Finance

Summary: Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes be submitted to the electorate and approved by 55% of the voters voting on the proposition.

Priority: N/A

Position: **SUPPORT**

Action Taken: Letter sent 3/27/17