

TAMC Bill List
May 9, 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: Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system.

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: 4/25/2017-Re-referred to Committee on Appropriations

Summary: Creates a Transit Pass Program to be administered by Caltrans. Requires Controller to allocate moneys made available for the program, upon appropriation by Legislature, to support a transit pass programs that provides 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: Enacts California Clean Water, Climate, Coastal Protection, and Outdoor Access for All Act of 2018, which, if approved by voters, authorizes 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: 3/29/2017 - Approved by the Governor. Chaptered by Secretary of State.

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.

Priority: 6S/2F

Position: SUPPORT

Action Taken: Letter sent 12/16/16

AB 65 (Patterson) Transportation bond debt service**Introduced:** 12/13/2016**Status:** 4/28/2017-Failed Deadline

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:** 4/28/2017-Failed Deadline

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:** 4/28/2017-Failed Deadline

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:** 4/28/2017-Failed Deadline

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 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:** 4/28/2017-Failed Deadline

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. This bill clarifies that bicyclists may take a lane under certain circumstances. "Taking the lane" is already legal, but there have been incidents when bicyclists were inappropriately cited by law enforcement personnel unfamiliar with the California Vehicle code in re: bicyclists.

Priority: 5S**Position:** SUPPORT**Action Taken:** Letter sent 5/2/17**AB 696 (Caballero) Department of Transportation: Prunedale Bypass: County of Monterey: disposition of excess properties****Introduced:** 2/15/2017**Status:** 4/5/2017-In Committee on Appropriations – referred to suspense file

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:** 4/24/2017-Re-referred to Committees on Appropriations

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:** 4/27/2017-Re-referred to Committees on Appropriations

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 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 1103 (Obernolte) Bicycles: yielding****Introduced:** 2/17/2017**Last Amended:** 4/6/17

Status: 4/17/17: Re-referred to Committee on Transportation. In committee: Hearing postponed by committee.

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. This is the so-called "Idaho stop" law, which would allow bicyclists, when safe, to not come to a complete stop at stop signs. In the 35 years this has been law in Idaho, crash rates have gone down, primarily because bicyclists spend less time navigating intersections.

Priority: 5S**Position:** SUPPORT**Action Taken:** Letter sent 5/2/17

AB 1113 (Bloom) State Transit Assistance program**Introduced:** 2/17/2017**Last Amended:** 3/28/17**Status:** 4/27/2017-Read second time. Ordered to Consent Calendar.

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~~ **SUPPORT (New Recommendation)****AB 1180 (Holden) California tire fee: Stormwater Permit Compliance Fund****Introduced:** 2/17/2017**Last Amended:** 4/19/2017**Status:** 4/26/2017 - Re-referred to Committee on Appropriations

Summary: Would increase the California tire fee by \$1.50 and deposit the additional moneys in the Stormwater Permit Compliance Fund, which would be established by the bill, and would make the moneys available to the State Water Resources Control Board Division of Financial Assistance. Would continuously appropriate moneys in the fund for competitive grants for projects and programs for municipal storm sewer system permit compliance requirements that would prevent or remediate zinc pollutants caused by tires in the state and for an annual audit of the fund.

Priority: 11S**Position:** Watch**AB 1218 (Obernalte) California Environmental Quality Act: exemption: bicycle transportation plans****Introduced:** 2/17/2017**Last Amended:** 4/18/2017**Status:** 4/27/2017-Read second time. Ordered to third reading.

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 until January 1, 2021.

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**Last Amended:** 5/3/2017**Status:** 4/27/2017 Re-referred to Committee on Appropriations

Summary: Current law imposes specified requirements on state ~~and local~~ agencies regarding payment of construction contracts. This bill would require, within ~~4021~~ 4021 days of making a construction contract payment, a state ~~or local~~ agency to post to its Internet Web site the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made, the payment application number or other identifying information, and the amount of the payment. The bill would exempt construction contracts valued below \$25,000 from these provisions.

Priority: N/A

Position: Concern – undue burden on local agencies; issue already addressed with existing laws

Action taken: Met with author to discuss concerns; Author amended bill to limit it to state agencies (not local agencies), which removes TAMC's concerns.

AB 1233 (Cunningham) Transportation Inspector General

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline

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 1250 (Jones-Sawyer) Counties and cities: contracts for personal services

Introduced: 2/17/2017

Last Amended: 4/25/2017

Status: 04/27/17 Re-referred to Committee on Appropriations

Summary: Would allow a county or city agency to contract for personal services currently or customarily performed by county employees, would require the county or city to demonstrate that the proposed contract will result in overall costs savings and also to show that the contract does not cause the displacement of county or city workers. Would require that the county or city conduct a cost-benefit analysis prior to entering into the contract and would require the prospective contractors to reimburse the cost of the analysis. Would require the county or city to conduct an audit of the contract to determine whether cost savings have been realized and would require the contractor to reimburse the cost of the audit. Would impose additional disclosure requirements for contracts exceeding \$5,000,000 annually, and would require each county or city to maintain on its website a searchable database of all of its contracts exceeding \$5,000,000.

Priority: N/A

Position: OPPOSE (New Recommendation)

AB 1282 (Mullin) Transportation Permitting Taskforce

Introduced: 2/17/2017

Last Amended: 4/4/2017

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

Summary: Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements.

Priority: 6S

Position: Watch

AB 1363 (Baker) Transportation revenues

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline

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: uniform financial plan

Introduced: 2/17/17

Last Amended: 3/30/2017

Status: 4/28/2017-Failed Deadline

Summary: Would require Caltrans, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems.

Priority: N/A

Position: Watch

AB 1421 (Dababneh) Railroads: noise and vibration levels

Introduced: 2/17/2017

Last Amended: 3/22/2017

Status: 4/25/2017-Re-referred to Committee on Appropriations

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.

Priority: N/A

Position: Watch

AB 1436 (Levine) County highways

Introduced: 2/17/2017

Last Amended: 3/28/2017

Status: 3/29/2017- Re-referred to Committee on Local Government

Summary: Current law authorizes the board of supervisors of a county, by resolution adopted by a 4/5 vote of its members, to spend county resources on streets. This bill would instead authorize the board of supervisors of a county to adopt this resolution by a 3/5 vote of its members.

Priority: N/A

Position: Watch

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

Introduced: 2/17/2017

Status: 5/1/2017 To Committee on Rules for assignment

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 1523 (Obernolte) San Bernardino County Transportation Authority: design-build Local agencies: contracts: design-build projects

Introduced: 2/17/2017

Last Amended: 5/1/2017

Status: 5/1/2017 Read second time and amended.

Summary: Would authorize the San Bernardino County Transportation Authority to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project. Would modify the design-build procurement authorization for entities responsible for the construction of transit projects to also apply to entities responsible for the construction of transportation projects. Would include local streets and roads among those projects eligible for the design-build procurement process.

Priority: 1S

Position: **SUPPORT Watch (New Recommendation based on 5/1 amendments)**

Action Taken: Letter sent 5/2/17 (for previous version of bill)

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

Introduced: 2/17/2017

Last Amended: 4/17/2017

Status: 4/28/2017-Failed Deadline

Summary: Would authorize the Department of Fish and Wildlife or Caltrans to pursue a programmatic environmental review process for wildlife connectivity-related transportation infrastructure. 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: 4/28/2017-Failed Deadline

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

ACA 4 (Aguiar-Curry) Local government financing: affordable housing and public infrastructure: voter approval

Introduced: 2/17/2017

Status: 4/24/2017-Referred to Committees on Local Government and Appropriations

Summary: Would authorize a local government to impose, extend, or increase a special tax for the purposes of funding public infrastructure or affordable housing, if the proposition is approved by 55% of its voters and the proposition includes specified accountability requirements.

Priority: N/A

Position: **SUPPORT (New Recommendation)**

ACA 5 (Frazier) Motor vehicle fees and taxes: restriction on expenditures: appropriations limit

Introduced: 2/17/2017

Last Amended: 4/4/2017

Status: 4/6/2017-Chaptered by Secretary of State- Chapter 30, Statutes of 2017

Summary: Would require revenues derived from vehicle fees imposed under the Vehicle License Fee Law to be used solely for transportation purposes. Would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. Would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use.

Priority: 1S

Position: SUPPORT

Action Taken: Letter sent 4/5/17

Senate Bills

SB 1 (Beall) Transportation funding

Introduced: 12/5/2016

Last Amended: 4/3/2017

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State.

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: Letters sent 12/16/16 & 4/4/17

SB 2 (Atkins) Building Homes and Jobs Act

Introduced: 12/5/2016

Last Amended: 3/23/2017

Status: 4/3/2017-Placed on Appropriations Suspense File

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: 3/28/2017

Status: 4/3/2017-Placed on Appropriations Suspense File

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. More 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

Last Amended: 4/26/2017

Status: 5/1/2017-Set for hearing May 8. Senate Appropriations

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

Action Taken: Letter sent 4/3/17

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: 3/28/2017

Status: 4/20/2017-April 24 set for second hearing canceled at the request of author.

Summary: Enacts the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act, which, if approved by the voters, authorizes bonds in an amount of \$3 billion to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.

Priority: 5S

Position: Watch

SB 132 (Committee on Budget) Budget Act of 2016

Introduced: 1/11/17

Last Amended: 4/6/17

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State.

Summary: This bill would amend the Budget Act of 2016 by amending and adding items of appropriation. This is the budget trailer bill that provides \$400 million for the Altamont Corridor Express extension to Merced, \$100 million parkway extension to UC Merced, \$427 million to Riverside County, and \$50 million in funding to combat stationary source pollution in San Bernardino.

Priority: 1S

Position: Watch

SB 150 (Allen) Regional transportation plans

Introduced: 1/18/2017

Last Amended: 4/27/2017

Status: 4/27/2017- Re-referred to Committee on Appropriations

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 and revise the greenhouse gas emission reduction targets consistent with the scoping plan and an assessment of the portion of the state's overall climate targets that is anticipated to be met by reductions in vehicle miles traveled. ~~and require the SCS or APS to include an appendix that~~

~~outlines activities prioritized based on objectives relative to reductions in criteria air pollutants and VMT and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on July 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 provide an assessment of currently available and historical vehicle miles traveled (VMT) whether the MPO is on track to meet VMT and greenhouse gas emissions reduction targets. The bill, beginning on September 1, 2018, would require the state board to prepare a report that assesses progress made by each MPO on a set of data-supported metrics.~~

Priority: N/A

Position: **OPPOSE** unless amended

Action Taken: Pending review of proposed amendments

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

Introduced: 1/19/2017

Last Amended: 4/17/2017

Status: 5/1/2017- In Assembly. Read first time. Held at Desk.

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

Last Amended: 4/5/17

Status: 5/1/2017- Placed on Appropriations. Suspense File.

Summary: Would require the Office of Planning and Research to propose changes to the secretary of the Natural Resources Agency related to baseline conditions.

Priority: 6S

Position: Watch

SB 231 (Hertzberg) Local government: fees and charges

Introduced: 2/2/2017

Last Amended: 4/19/2017

Status: 4/27/2017- Read first time. Held at Assembly Desk.

Summary: The California Constitution requires that assessments, fees, and charges be submitted to property owners for approval or rejection. Current law prescribes specific procedures and parameters for local jurisdictions to comply and defines terms for these purposes. This bill would define the term "sewer" using the existing Public Utilities Code definition, to include the collection or disposal of surface or storm waters. The author of this bill and the sponsor want to make it easier for local governments to levy fees to pay for storm water cleanup.

Priority: 11S

Position: Watch

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

Introduced: 2/14/2017

Last Amended: 3/21/2017

Status: 5/1/2017-May 1 set for first hearing canceled at the request of author. Senate Appropriations

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: NA

Position: Watch

SB 423 (Cannella) Indemnity: design professionals

Introduced: 2/15/2017

Last Amended: 3/21/2017

Status: 3/21/2017- Re-referred to Committee on Judiciary

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 instead 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. *Same language as SB 496, approved by Governor 4/28.*

Priority: N/A

Position: Concern— undue burden on local agencies; issue already addressed with existing laws

Action Taken: Discussed with Senator's staff

SB 477 (Cannella) Intercity rail corridors: extensions

Introduced: 2/16/2017

Last Amended: 3/27/2017

Status: 5/4/2017-Set for hearing May 15. Senate Appropriations

Summary: Would authorize the extension of a rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Would require a proposed extension to be approved through the business plan adopted by the joint powers board and would require the joint powers board to make a determination that the extension will not jeopardize or come at the expense of existing services.

Priority: 2S

Position: SUPPORT

Action taken: Letter sent 4/6/17

SB 496 (Cannella) Indemnity: design professionals

Introduced: 2/16/17

Last Amended: 4/5/17

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State.

Summary: Existing law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference. This bill would instead make these provisions applicable to all contracts for design professional services entered into on or after January 1, 2018. The bill would prohibit the cost to defend charged to the design professional from exceeding the design professional's proportionate percentage of fault, except

that in the event that one or more defendants is unable to pay its share of defense costs due to bankruptcy or dissolution of the business, the bill would require the design professional to meet and confer with other parties regarding unpaid defense costs. The bill would also provide for certain exemptions to these provisions.

Priority: N/A

Position: Concern – undue burden on local agencies; issue already addressed with existing laws

Action Taken: Discussed with Senator's staff

SB 589 (Hernandez) Municipal separate storm sewer systems: financial capability analysis: pilot project

Introduced: 2/17/2017

Last Amended: 4/26/2017

Status: 5/4/17 – set for hearing, Senate Appropriations, May 15

Summary: Would require the State Water Resources Control Board, in conjunction with an educational institution, to establish financial capability assessment guidelines for municipal separate storm sewer system permittees.

Priority: 11S

Position: Watch

SB 594 (Beall) Department of Transportation: contracts

Introduced: 2/17/2017

Last Amended: 4/5/2017

Status: 4/28/2017-Failed Deadline

Summary: Would require Caltrans to establish and meet specified goals relating to the participation rates by small businesses and disadvantaged business enterprises in both federally funded projects and state-funded projects, and to the participation rate by disabled veteran business enterprises in state-funded projects.

Priority: 1S

Position: Watch

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

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline

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 projects: comprehensive development lease agreements

Introduced: 2/17/2017

Last Amended: 3/27/2017

Status: 4/26/2017-Re-referred to Committee on Appropriations

Summary: Current law authorizes Caltrans and RTPAs to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private

partnerships. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.

Priority: 7S

Position: SUPPORT

Action Taken: Letter sent 5/2/17

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

Introduced: 2/17/2017

Status: 4/18/2017-Read second time. Ordered to third reading.

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

Priority: 6S

Position: Watch

SB 775 (Wieckowski) California Global Warming Solutions Act of 2006: market-based compliance mechanisms

Introduced: 2/17/2017

Last Amended: 5/1/2017

Status: 5/8/2017- May 10 hearing postponed by Senate Environmental Quality Committee

Summary: Would require the ARB to adopt a regulation establishing as a market-based compliance mechanism a market-based program of emissions limits. Would establish the Economic Competitive Assurance Program to ensure that importers that sell, supply, or offer for sale in the state a greenhouse gas emission intensive product have economically fair and competitive conditions and to maintain economic parity between producers that are subject to the market-based program of emissions limits and those who sell like goods in-state that are not subject to that program.

Priority: N/A

Position: Watch

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

Introduced: 1/18/2017

Last Amended: 3/30/2017

Status: 4/17/2017-Ordered to inactive file on request of Senator Newman.

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

Action Taken: Letter sent 4/5/17

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

Introduced: 2/13/2017

Last Amended: 5/1/2017

Status: 5/1/2017- Re-referred to Committee on Transportation and Housing

Summary: Lowers the vote threshold for cities, counties, or special districts to levy a special tax for transportation infrastructure projects from 2/3 to 55%.

Priority: N/A

Position: SUPPORT

Action Taken: Letter sent 3/27/17