



CEAC Transportation Policy Committee

CEAC Spring Conference

Friday, May 14, 2021 | 9:00 am - 10:15 am

Zoom meeting:

<https://us02web.zoom.us/j/87691245603?pwd=LzFYNFk5UVcxUFUwZU9ESmo4bmxqQT09>

Meeting ID: 876 9124 5603

Passcode: CEAC2021

AGENDA

Chair, David Fleisch, Ventura County

Vice Chair, Stephen Kowalewski, Contra Costa County

Vice Chair, Jeff Moneda, San Diego County

Vice Chair, Najee Zarif, San Joaquin County

- 9:00 am I. **Welcome and Opening Remarks**
Chair, David Fleisch, Ventura County
- 9:05 am II. **Caltrans Local Assistance Update**
Dee Lam, Chief, Caltrans Division of Local Assistance
- 9:15 am III. **Federal Infrastructure Funding and Transportation Reauthorization**
Joe Krahn, CSAC Federal Representative, Paragon Government Relations
- 9:25 am IV. **State Legislative and Budget Update**
 - State Budget Surplus and CSAC Request
 - Climate Action Plan for Transportation Infrastructure (CAPTI)
 - Safety and Pavement Legislation
 - NEPA-CEQA Reciprocity Program

Chris Lee, CSAC Legislative Representative
Marina Espinoza, CSAC Legislative Analyst
Attachment One: CSAC Budget Letter
Attachment Two: Draft Concepts for CAPTI Comments
Attachment Three: AB 43 (Friedman) Summary Memo
Attachment Four: CEAC Transportation Bill Report
- 9:40 am V. **Discussion of Request to Prohibit use of Greenbook Standards on National Highway System**
David Fleisch, Chair, Ventura County
- 9:55 am VI. **Committee Updates**
 - Local Streets and Roads Needs Assessment (LSRNA)
 - Active Transportation Program-Technical Advisory Committee (ATP-TAC)
 - California Traffic Control Devices Committee (CTCDC)
 - Highway Bridge Program Committee (HBP)

- Highway Safety Improvement Program (HSIP)
- Transportation Cooperative Committee (TCC)
- Others

10:15 am VII. **Adjournment**

Zoom call-in instructions:

Topic: Transportation Policy Committee

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One tap mobile

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CEAC Transportation Policy Committee

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LIST OF ATTACHMENTS

State Legislative and Budget Update

Attachment OneCSAC Budget Letter

Attachment TwoDraft Concepts for CAPTI Comments

Attachment ThreeAB 43 (Friedman) Summary Memo

Attachment ThreeCEAC Transportation Bill Report

Attachment One
CSAC Budget Letter



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Riverside County

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Orange County



EXECUTIVE DIRECTOR

Graham Knaus

April 26, 2021

The Honorable Gavin Newsom
Governor, State of California
State Capitol
Sacramento, CA 95814

RE: County Budget Requests for 2021-22: Beyond Recovery and Ensuring Strong Foundations for the Future

Dear Governor Newsom,

As the state emerges from the threat of COVID-19 and economic recession, there is a unique opportunity to establish new initiatives and reinforce existing projects that will have long-lasting benefits to the individuals we all serve. Counties respectfully request significant state investments supporting the foundation for healthy, equitable, and safe communities. Investments in broadband access for all, homelessness and housing solutions, disaster recovery and resilience, public and behavioral health, sustainable local transportation investments, and county-run elections will help all Californians not just recover from the stress and pain of the last year, but to thrive in healthy communities across the state.

We respectfully request the following state investments, including:

BROADBAND ACCESS

Closing the Digital Divide is a goal that has always seemed far from reach, but a recent report found that the cost of building 100 Mbps fiber connections to every unserved home and business in the state might be done with an investment of \$6.8 billion. An additional \$1.2 billion investment would help Californians take advantage of all that broadband promises. This \$8 billion investment is the ideal use for one-time state and federal funds. It would transform the educational and economic landscape of our state, providing immediate benefits to people and businesses while significantly expanding our economy in the long-term.

Half-measures on this issue will lead to only marginal gains compared to what full investment would accomplish. Once schools, businesses, and government programs can assume broadband access, they will be able to change the way they deliver services in ways that are difficult to fully appreciate. The state will not have another opportunity like this. We urge you to act boldly to close the Digital Divide once and for all.

HOMELESSNESS AND HOUSING

Counties support additional state investments in homelessness solutions. Specifically, counties have continued to express interest in the acquisition or rehabilitation of additional motels, hotels, hostels, or other sites and assets. Proposals like your \$750 million expansion of Project Homekey recognize the important role of counties in providing housing options for unsheltered homeless individuals in our communities. It is also important to recognize and fund capitalized operating subsidies for units purchased,

converted, or altered with funds provided by Project Homekey. Given the increased flexibility and availability of state General Fund or new federal resources, compared to previously utilized Coronavirus Relief Fund, counties also seek a partnership on these programs that ensures counties are not over-committed to ongoing costs and services by accessing one-time state funds.

Counties continue to look for opportunities to improve our homelessness responses, as well as build on proven approaches and partnerships, and additional flexible homelessness response funds like the Homeless Housing, Assistance and Prevention grants would be an important tool for those efforts. Flexible funding can support the continuation or expansion of shelters and navigation centers; operations, maintenance and services for hotel/motel conversion projects; outreach to homeless individuals; and rental assistance and landlord incentive programs. These efforts are important to moving unsheltered individuals through the continuum: getting individuals off the streets and into shelter, providing services, finding transitional housing, then securing long-term supportive housing or rental housing off-ramps.

To make sustainable progress, these efforts will require billions in new, annual investments. As the state considers these critically needed ongoing investments, we also urge a robust conversation on a program that articulates clear goals to be achieved with the funding; defines roles and responsibilities between state, county, and city governments; provides commensurate funding to fulfill the responsibilities and achieve the goals; and stipulates transparent accountability measures.

DISASTER RESILIENCE AND RECOVERY

CSAC continues to support aggressive funding for wildfire prevention and support for community hardening. We are also grateful for your early action, in conjunction with the Legislature, on providing more than half a billion dollars in immediate funding to help communities prepare for fire season. In addition to that early action and your January Budget proposals, we respectfully request an additional \$200 million to further prepare for wildfires and other disasters, including:

- \$60 million to the Department of Conservation for a 3-year continuation of the Watershed Emergency Response Team (WERT). After a destructive wildfire, the danger is not over. With vegetation burned, flash floods are a serious threat as we have seen over and over. The WERT program immediately maps wildfire areas to pinpoint those that are at highest risk from catastrophic flooding. California needs the WERT program as part of its ongoing disaster preparedness programs.
- Additional \$50 million for Fire Prevention grants
- Additional \$50 million for CalFire Unit Prevention Projects and Defensible Space Inspectors
- \$10 million for University of California Cooperative Extension for ongoing planning, public education, and sector-specific programming related to wildfire reduction.
- \$10 million for additional rural-area workforce development
- \$20 million to counties for emergency and disaster planning.

Drought Emergency Funding

\$500 million for local grants for drought to include community drought planning, emergency water supply, emergency water connections, and disaster response.

Organic Waste Implementation Funding

Counties are at the forefront of addressing climate change in our communities, but our members are in need of organic waste implementation funding. We request \$500 million to support counties and local jurisdictions as they implement the organic waste greenhouse gas climate rules. These rules are expected to

cost local governments up to \$20 billion over the next 10 years. Local governments need direct financial support to meet and exceed climate targets in cooperation with CalRecycle, and this funding will allow counties to accelerate this key innovative program to combat climate change.

PUBLIC HEALTH WORKFORCE AND INFRASTRUCTURE

Sadly, our local public health departments were not equipped or staffed for a new and highly contagious infectious disease. Declining 1991 Realignment revenues, as well as sustained cuts enacted during the Great Recession, left our state vulnerable to the ravages of COVID-19. That is why CSAC is part of the “California Can’t Wait Coalition: Public Health Infrastructure and Workforce” effort to ensure \$200 million in ongoing funding to facilitate the stabilization of local health jurisdictions.

This ongoing funding would be used to recruit and retain a modern public health workforce; improve communicable disease monitoring, epidemiology, and outbreak mitigation; address health equity issues and health disparities through meaningful engagement with diverse communities who are impacted by systemic racism; and improving environmental health and environmental justice capabilities in all communities.

As part of the California Can’t Wait Coalition package, CSAC is also supporting AB 240 (Rodriguez), which requests \$3.45 million in one-time funding for a public health workforce study and comprehensive assessment of local health department capacity.

ESSENTIAL BEHAVIORAL HEALTH SERVICES

In the wake of the COVID-19 pandemic, county behavioral health departments are grappling with an increase in demand for mental health and substance use disorder services. These increases in people seeking county help coincide with rising costs for inpatient and other critical behavioral health services and alarmingly anemic revenue for the mental health base under 1991 realignment.

Counties strongly support your January Budget proposal to invest \$750 million in one-time grant funding to expand the behavioral health care continuum in the state. In light of the state’s fiscal outlook and rising real estate prices, as well as community need, we respectfully ask for an increase in this one-time groundbreaking investment to create an adequate supply of community-based behavioral health care options.

Counties also seek to partner with your Administration and the Legislature to address inpatient cost needs, youth mental health, and increasing the state’s capacity for substance use disorder treatment. Thoughtful funding augmentations can transform the current “fail first” behavioral health system in which a person typically must fall into behavioral health crisis before accessing services, into a proactive system that respects and identifies the needs of our diverse communities while providing accessible care.

LOCAL TRANSPORTATION INFRASTRUCTURE

The COVID-19 pandemic resulted in precipitous reductions in local transportation funding in 2020 as Californians sheltered in place and reduced their driving. While revenues have gradually increased, they are still below prior projections; thereby reducing project delivery at a time when local agencies have hundreds of projects that could quickly go to construction and help stimulate further economic recovery. The Coronavirus Response and Relief Supplemental Appropriations Act made funding available for

transportation infrastructure, but several “fix-it-first” programs that help support the state’s transportation and climate goals are not slated to receive funding from that source. Accordingly, CSAC urges a one-time allocation of \$500 million for California’s Local Highway Bridge Program (HBP), \$250 million for the Local Highway Safety Improvement Program (HSIP), and \$250 million from the Active Transportation Program (ATP).

The HBP receives approximately \$300 million per year in federal funding through the state, has a nearly 18-year program of projects, and is currently not accepting new applications due to funding backlogs. At the same time, local agencies are responsible for an aging portfolio of 12,105 bridges, of which 2,663 need rehabilitation or replacement. There are nearly \$400 million in local bridge replacement and rehabilitation projects that could very quickly proceed to construction with additional funding, and the program could quickly identify additional projects for the remaining funds given the list of over 800 bridge projects currently in the approximately 18-year program.

The HSIP and ATP programs are both competitive programs that directly support the state’s active transportation and climate goals. The HSIP program’s most recent cycle received applications for \$489.8 million in projects, with awards made to 266 projects totaling \$227.6 million in HSIP funds. With additional funding of \$250 million, the program could almost fully fund the evidence-based safety improvement projects that sought funding in the current grant cycle. The ATP program is even more over-subscribed, with over \$2 billion in requests for \$220 million in available funding in the current grant cycle. Supplemental funding of \$250 million could quickly be allocated to dozens of projects to help transform local roadways to encourage and support safe access for people riding bicycles and walking.

ELECTIONS

The state’s partnership in funding election administration last year was a welcome return to a model of shared responsibility. The expansion of mail voting in response to the pandemic helped ensure that all who were eligible to vote were able to and we look forward to working with you to continue expanding voting opportunities. While the funding provided was for the one-time costs associated with the changed rules, we would ask the state to consider continuing this partnership in the future. Reimbursement for legislative vacancy elections used to be automatic, but haven’t been made for over a decade. Similarly, reimbursement for mandated costs related to elections stood in for the state’s “normal” share of election costs, but were also halted over a decade ago. We believe it is appropriate, especially in light of the state’s incredible revenue growth during a decade that many county general funds have faltered, for the state to pay its share of election costs, just as schools, cities, and special districts do.

CONCLUSION

As you survey the challenges and opportunities before you, we ask that you consider the tireless work of counties in disaster response and economic recovery and carefully consider the above requests. As the form of government closest to the people, county boards of supervisors are prepared to work in partnership with you to create an equitable, sustainable, and bright future for all Californians.

Respectfully,



Graham Knaus
Executive Director

Attachment Two
Draft Concepts for CAPTI Comments



OFFICERS

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Orange County



EXECUTIVE DIRECTOR

Graham Knaus

May 7, 2021

To: CEAC Transportation Policy Committee

From: Chris Lee, CSAC Legislative Representative
Marina Espinoza, CSAC legislative Analyst

RE: Concepts for CSAC Comments on Draft Climate Action Plan for Transportation Infrastructure

CSAC is soliciting feedback from counties on the California State Transportation Agency’s draft Climate Action Plan for Transportation Infrastructure (CAPTI). The CAPTI is designed to implement the Governor’s Climate Change Executive Order (N-19-19) and describes CalSTA’s draft plans to invest discretionary transportation funds to address climate change and promote public health, safety, and equity.

A summary of the draft CAPTI is available in this [Bulletin article](#). CAPTI resources are available [online here](#).

Staff plans to focus CSAC’s comments on the following issues:

- Support a continued emphasis on fix-it-first transportation investments. Despite the increased funding from SB 1 (Beall, 2017), counties have significant unmet needs to sustainably maintain and improve local streets and roads. *(Vision and Scope; Guiding Principles)*
- Support additional funding to support local active transportation investments, but not at the expense of diverting funding from existing local formula funds. Instead, support increasing the Active Transportation Program as part of any broader future increases in transportation funding, or by finding ways to better leverage funding, such as local matching requirements and expanded match-exchange opportunities (i.e. “de-federalizing” smaller projects to reduce soft costs). *(Strategy 2.4)*
- Support policies to ensure that rural and unincorporated areas continue to benefit from competitive state transportation investments, especially in areas where additional capacity may be warranted and where collisions and fatalities exceed rates in more urbanized areas. *(Add to Strategy 2.5)*

- Support of the efforts to improve coordination with Caltrans to add and fund improvements that facilitate active transportation and safety, especially where state highways serve as a local main street.
 - Local governments would benefit from greater certainty as to improvements that can be incorporated into these state facilities, especially for improvements that promote pedestrian and bicycle access and safety (e.g. overcrossings, bike/pedestrian improvements where state highway serves as a local main street or intersects local streets). Clarity should also be provided as to whether the state or local agency will be responsible for funding ongoing maintenance costs will be funded *(Add to Strategy 4)*
- Identify opportunities for state transportation investments to support local and regional conservation efforts and ensure that state projects contribute to locally-required mitigations (e.g. Local Coastal Plans, Habitat Mitigation Plans/Natural Communities Conservation plans). *(Add to Strategy 5)*
- Given the framing of the CAPTI as a “living document,” ensure ongoing opportunities for local agency engagement and comment on any implementation actions. *(Implementation Strategies & Actions)*

Attachment Three
AB 43 (Friedman) Summary Memo



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Orange County



EXECUTIVE DIRECTOR

Graham Knaus

May 6, 2021

To: CEAC Transportation Policy Committee

From: Chris Lee, CSAC Legislative Representative
Marina Espinoza, CSAC legislative Analyst

RE: **Summary of AB 43 (Friedman) – Traffic Safety**

Traffic safety continues to be a top priority for Assembly Member Friedman, chair of the Assembly Transportation Committee and author of AB 43, which would make a number of changes to traffic safety laws to implement certain recommendations recently made in the California State Transportation Agency’s (CalSTA) [AB 2363 Zero Traffic Fatalities Task Force: Cal STA Report of Findings](#).

CalSTA’s report was developed and published pursuant to AB 2363, which Assembly Member Friedman authored in 2018. The bill required CalSTA, by July 1, 2019, to convene the Vision Zero Task Force to evaluate whether an alternative to the current process for setting speed limits should be considered and make recommendations on other steps to increase pedestrian and bicyclist safety. Additionally, the bill required CalSTA to report on the findings of the task force to the legislature by January 1, 2020.

AB 43 would implement some of the recommendations included in CalSTA’s report. Specifically, this bill would:

- Authorize a local authority, by resolution or ordinance, to lower speed limits by five miles per hour (mph) below a traffic engineer’s recommendation after a traffic survey for the following reasons:
 - The portion of the street has been designated as a high-injury street
 - The portion of the street is adjacent to land or a facility that generates a high concentration of bicycles or pedestrians, especially from vulnerable groups such as children, seniors, persons with disability, and the unhoused
- Define “high-injury” street to mean a portion of the street that, based on at least the immediately preceding three years of traffic accident data, is identified and has been adopted by the local authority as experiencing a high concentration of traffic-related serious injuries and fatalities.
- Authorize a local authority to retain an existing speed limit or revert to a previously established speed limit if a registered engineer has evaluated the section of highway and determined that no significant design changes, with the specific intent of increasing the safe operating speed have been made to the

roadway since completion of the traffic survey that established the prior speed limit.

- Authorize a business activity district to have a prima facie speed limit of 25 or 20 mph.
- Define “business activity district” as a portion of the street with four lanes that currently has a 35 mph speed limit that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements:
 - Retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the street.
 - Parking, including parallel, diagonal, or perpendicular spaces, located alongside the street.
 - Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
 - Marked crosswalks not controlled by a traffic control device.
 - Pedestrian density greater than one pedestrian per 100 feet of sidewalk during peak hours.
 - Bicycle volume of 10 or more bicycles per hour operating within or passing through during peak hours, including both sidewalk and highway use.
- Authorize a local authority or Caltrans to set a speed limit of 20 mph or 15 mph if justified by a traffic survey.
 - Would require, instead of permits, a traffic engineer to take into account residential density, business density, and pedestrian and bicyclist safety.
- Require a traffic engineer to take into account the following new factors when conducting a traffic survey:
 - Increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.
 - The current or immediately prior speed limit for a section of street when there has been significant design changes, with the specific intent of increasing the safe operating speed.
 - Whether the section of highway has been designated by the local authority as experiencing a high concentration of fatalities and serious injuries based on recent data
- Expand the exemptions of speed traps to not include senior zones or business activity districts, permitting law enforcement to use radar guns to enforce speed limits in those areas without the justification of a traffic survey.
- Extend the period of time that an engineering and traffic survey justifies a speed from 10 to 14 years if a traffic engineer evaluates that section of the

street and determines that no significant changes in roadway or traffic conditions have occurred.

Attachment Four
CEAC Transportation Bill Report

CEAC Transportation Legislative Bill Tracking Report

By Chris Lee 5/6/2021

[AB 5](#)

(Fong R) Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K-12 education: transfer.
Introduced: 12/7/2020
Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/11/2021) (May be acted upon Jan 2022)

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

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023-24 and 2024-25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund.

CSAC Position

No Position

[AB 41](#)

(Wood D) Broadband infrastructure deployment.

Introduced: 12/7/2020
Status: 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (April 26). Re-referred to Com. on APPR.

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

Summary: Current law prohibits each fixed internet service provider from engaging in specified activities relating to the provision of fixed broadband internet access service. This bill would require each fixed internet service provider, upon entering into an agreement with an individual or entity to deploy broadband infrastructure, to notify individuals and entities within that same census block of the agreement and of means to connect to, or benefit from, the broadband infrastructure or to join the agreement. The bill would require each fixed internet service provider to maintain a publicly accessible map on its internet website showing the broadband infrastructure that the provider has deployed and a publicly accessible database of binding quotes that it has provided to individuals and entities that request the deployment of broadband infrastructure.

CSAC Position

Watch

[AB 43](#)

(Friedman D) Traffic safety.

Introduced: 12/7/2020
Status: 5/5/2021-From committee: Do pass. (Ayes 14. Noes 1.) (May 5).

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

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.

CSAC Position

Pending

[AB 61](#)

(Gabriel D) Business pandemic relief.

Introduced: 12/7/2020
Status: 5/4/2021-Re-referred to Com. on APPR. Coauthors revised.

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

Summary: Would authorize the Department of Alcoholic Beverage Control to issue a third-party delivery license to a third-party delivery service for delivery to a consumer of alcoholic beverages from a restaurant licensed under the Alcoholic Beverage Control Act. The bill would require delivery by a

third-party delivery licensee to be consistent with deliveries by licensees who are permitted by license privileges or by regulatory relief adopted by the department to sell off sale and deliver those alcoholic beverages to consumers. Because the violation of a provision of a license is punishable as a misdemeanor and the bill would create a new category of license, the bill would expand the definition of a crime, thereby imposing a state-mandated local program.

CSAC Position

Watch

AB 111 (Boerner Horvath D) Transportation: zero-emission vehicles.

Introduced: 12/17/2020

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/11/2021) (May be acted upon Jan 2022)

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

Summary: Would require the Secretary of the Transportation Agency, in consultation with certain state entities, to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles. The bill would require the program, by January 1, 2024, to conduct an assessment outlining regional zero-emission medium- and heavy-duty vehicle parking and refueling deficiencies and strategies to address those deficiencies.

CSAC Position

Watch

AB 113 (Boerner Horvath D) Income taxes: credits: electric vehicles.

Introduced: 12/17/2020

Status: 4/8/2021-Re-referred to Com. on H. & C.D.

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

Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, in an amount equal to 40% of the amount paid or incurred in qualified costs by a qualified taxpayer during the taxable year for the installation of specified electric vehicle supply equipment in a covered multifamily dwelling or covered nonresidential building, subject to specified maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2026.

CSAC Position

No Position

AB 117 (Boerner Horvath D) Air Quality Improvement Program: electric bicycles.

Introduced: 12/18/2020

Status: 4/28/2021-In committee: Set, first hearing. Referred to APPR. suspense file.

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

Summary: Would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the Air Quality Improvement Program. The bill would require the State Air Resources Board, by July 1, 2022, to establish and implement and administer, until January 1, 2028, the Electric Bicycle Incentive Pilot Project to provide incentive for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project by July 1, 2025, and an end-of-program evaluation of the pilot project by January 1, 2028. The bill would repeal the pilot project as of January 1, 2029.

CSAC Position

No Position

AB 122 (Boerner Horvath D) Vehicles: required stops: bicycles.

Introduced: 12/18/2020

Status: 4/26/2021-In Senate. Read first time. To Com. on RLS. for assignment.

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

Summary: Would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded

as prescribed, has entered the intersection.

CSAC Position

No Position

[AB 302](#) (Ward D) San Diego Metropolitan Transit Development Board: regulation of for-hire vehicle and passenger jitney services.

Introduced: 1/25/2021

Status: 4/8/2021-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

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

Summary: Under current law, the San Diego Metropolitan Transit Development Board’s jurisdiction includes specified cities in, and the unincorporated area of, the County of San Diego, except for the portion of the county under the jurisdiction of the North San Diego County Transit Development Board, as specified. Existing law authorizes the board to enter into contracts with any city in its area of jurisdiction and with the county to license or regulate transportation services, and to regulate vehicle safety and driver qualifications for passenger jitney service, as defined, operating between cities and between a city and unincorporated portions of the county within the area of its jurisdiction. Current law requires the board to levy fees necessary to recover the full cost of regulating those services. This bill would replace the term “transportation services” with the term “for-hire vehicle services” and would define that term to mean vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, as specified.

CSAC Position

No Position

[AB 349](#) (Holden D) Small businesses: contracting: outreach: underrepresented groups.

Introduced: 1/28/2021

Status: 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 26). Re-referred to Com. on APPR.

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

Summary: The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the acquisition of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses and microbusinesses in these contracts, to provide for a small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill, in order to facilitate the participation of small business, would require the director and the heads of other state agencies that enter such contracts, in addition to any other applicable requirement for public notice of contracts, to publish or otherwise make available information regarding public notice of contracts, as the awarding agency determines to be appropriate, in order to ensure all communities have access to the public notice

CSAC Position

Watch

[AB 371](#) (Jones-Sawyer D) Shared mobility devices: insurance and tracking.

Introduced: 2/1/2021

Status: 4/29/2021-Read third time and amended. Ordered to third reading.

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

Summary: Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.

CSAC Position

No Position

[AB 550](#) (Chiu D) Vehicles: Speed Safety System Pilot Program.

Introduced: 2/10/2021

Status: 5/3/2021-Re-referred to Com. on APPR. Measure version as amended on April 29 corrected.

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

Summary: Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.

CSAC Position

Pending

[AB 584](#) (Rivas, Robert D) Department of Transportation: weight limits: special permits.

Introduced: 2/11/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/18/2021) (May be acted upon Jan 2022)

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

Summary: Would, no later than July 1, 2022, require the Department of Transportation to develop a pilot program for the purpose of issuing a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment permitting the hauling of raw milk in excess of 80,000 pounds if the vehicle, combination, or equipment meets specified criteria. The bill would require an application for the permit to contain specified information, including a description of the vehicles to be operated under the permit. The bill would state that a permit is valid for one year and may be canceled by the department for specified reasons including the failure of the applicant to maintain any of the conditions required for the application.

CSAC Position

Watch

[AB 604](#) (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.

Introduced: 2/11/2021

Status: 4/21/2021-In committee: Set, first hearing. Referred to APPR. suspense file.

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

Summary: Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

CSAC Position

Pending

[AB 629](#) (Chiu D) San Francisco Bay area: public transportation.

Introduced: 2/12/2021

Status: 4/27/2021-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 26). Re-referred to Com. on APPR.

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

Summary: Current law requires the Metropolitan Transportation Commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes. This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.

CSAC Position

No Position

[AB 713](#) (Garcia, Cristina D) State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.

Introduced: 2/16/2021

Status: 4/29/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 28). Re-referred to Com. on APPR.

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

Summary: The State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the actions in the scoping plan and the pathways through which various policy actions may result in health impacts or health benefits, as specified.

CSAC Position

Watch

[AB 744](#) (Rodriguez D) State highways: State Route 83: reduction.

Introduced: 2/16/2021

Status: 4/21/2021-In committee: Set, first hearing. Referred to APPR. suspense file.

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 Ontario all or a portion of State Route 83 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.

CSAC Position

No Position

[AB 773](#) (Nazarian D) Street closures and designations.

Introduced: 2/16/2021

Status: 5/5/2021-VOTE: Do pass. (PASS)

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

Summary: Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.

CSAC Position

Watch

[AB 784](#) (Quirk D) Alameda-Contra Costa Transit District.

Introduced: 2/16/2021

Status: 4/26/2021-In Senate. Read first time. To Com. on RLS. for assignment.

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

Summary: The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority.

CSAC Position

No Position

[AB 786](#) (Cervantes D) California Transportation Commission: executive director.

Introduced: 2/16/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021) (May be acted upon Jan 2022)

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

Summary: Current law establishes within the Transportation Agency the California Transportation Commission. Current law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission. This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.

CSAC Position

Watch

AB 811 (Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: contracting.

Introduced: 2/16/2021

Status: 5/4/2021-Read second time. Ordered to third reading.

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

Summary: Current law authorizes the Los Angeles County Metropolitan Transportation Authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management, acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Current law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions and would instead apply this requirement to contracts that include operation and maintenance elements.

CSAC Position

No Position

AB 840 (Holden D) County transportation commissions: regional transit service: airports.

Introduced: 2/17/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/11/2021) (May be acted upon Jan 2022)

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

Summary: Would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports within the multicounty region, as provided. The bill would require the initial regional transit services draft program under these provisions to be completed on or before December 1, 2022. The bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to hold a joint public hearing in each county in their jurisdiction on the draft program no earlier than 30 days after the draft has been completed.

CSAC Position

No Position

AB 955 (Quirk D) Highways: encroachment permits: broadband facilities.

Introduced: 2/17/2021

Status: 4/29/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (April 28). Re-referred to Com. on APPR.

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

Summary: Would establish additional procedures for the Department of Transportation's review of an application for an encroachment permit for a broadband facility. Under the bill, these procedures would require the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving an application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information. If the department fails to notify the applicant that the application is incomplete or denied, as applicable, within those 30-day time periods, the bill would deem the department's failure to notify to constitute approval of the permit.

CSAC Position

Watch

AB 1035 (Salas D) Department of Transportation and local agencies: streets and highways: recycled materials.

Introduced: 2/18/2021

Status: 5/5/2021-In committee: Set, first hearing. Referred to APPR. suspense file.

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

Summary: Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and

highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

CSAC Position

Oppose_Unless_Amended

[AB 1047](#) (Daly D) Road Repair and Accountability Act of 2017: reporting internet website.

Introduced: 2/18/2021

Status: 4/28/2021-In committee: Set, first hearing. Referred to APPR. suspense file.

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

Summary: Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.

CSAC Position

Pending

[AB 1049](#) (Davies R) Public Transportation Account: loan repayment.

Introduced: 2/18/2021

Status: 3/4/2021-Referred to Com. on TRANS.

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

Summary: Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides 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, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.

CSAC Position

Watch

[AB 1091](#) (Berman D) Santa Clara Valley Transportation Authority: board of directors.

Introduced: 2/18/2021

Status: 5/5/2021-VOTE: Do pass. (PASS)

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

Summary: Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Current law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified.

CSAC Position

No Position

[AB 1147](#) (Friedman D) Regional transportation plan: Active Transportation Program.

Introduced: 2/18/2021

Status: 5/3/2021-In committee: Hearing postponed by committee.

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

Summary: Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.

CSAC Position
Pending

[AB 1154](#) ([Patterson R](#)) California Environmental Quality Act: exemption: egress route projects: fire safety.

Introduced: 2/18/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/4/2021)(May be acted upon Jan 2022)

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

Summary: Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection that improve the fire safety of an existing subdivision if certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

CSAC Position
No Position

[AB 1157](#) ([Lee D](#)) Controller: transportation funds: distribution and reporting requirements.

Introduced: 2/18/2021

Status: 5/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

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

Summary: Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.

CSAC Position
Watch

[AB 1189](#) ([Bloom D](#)) Transportation: indirect cost recovery: wildlife crossing projects.

Introduced: 2/18/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2021) (May be acted upon Jan 2022)

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

Summary: Would, on and before June 30, 2024, prohibit the Department of Transportation from charging for administration indirect cost recovery, as outlined in the department's Indirect Cost Recovery Proposal, for any wildlife crossing project that receives private funding for more than 50% of the project cost, and would require the department to charge these projects for functional overhead. The bill would require the department to report, on or before July 1, 2024, to the Legislature on the amount of private funding invested in wildlife crossing projects for the 2020-21, 2021-22, 2022-23, and 2023-24 fiscal years.

CSAC Position
Watch

[AB 1196](#) ([Cooley D](#)) Sacramento Regional Transit District: board of directors: voting procedures.

Introduced: 2/18/2021

Status: 5/5/2021-From committee: Do pass. (Ayes 15. Noes 1.) (May 5).

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

Summary: Current law authorizes the formation of the Sacramento Regional Transit District with

various powers and duties with respect to transportation planning, programming, construction, and operations. Current law vests the government of the district in a board of directors. Current law prescribes a weighted voting procedure, based on a total of 100 votes, for board action. Current law defines a quorum for the transaction of business at a noticed meeting as the presence of members eligible to cast a majority of the 100 votes. Current law requires an affirmative vote of members casting a majority of the 100 votes for official acts of the board, as specified. This bill would instead establish that each board member has one vote, that a majority of the members of the board constitutes a quorum, and that all official acts of the board require the affirmative vote of a majority of all the members of the board. The bill would require the board to post the new voting procedure on the district's internet website. The bill would also make conforming changes.

CSAC Position

No Position

[AB 1226](#) ([McCarty D](#)) Capitol Corridor rail line: capital improvements: appropriation.

Introduced: 2/19/2021

Status: 3/4/2021-Referred to Com. on TRANS.

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

Summary: Would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.

CSAC Position

No Position

[AB 1235](#) ([Patterson R](#)) High-speed rail: legislative oversight.

Introduced: 2/19/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/11/2021) (May be acted upon Jan 2022)

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

Summary: Would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.

CSAC Position

No Position

[AB 1238](#) ([Ting D](#)) Pedestrian access.

Introduced: 2/19/2021

Status: 5/5/2021-Coauthors revised.

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

Summary: Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would delete that prohibition.

CSAC Position

Watch

[AB 1260](#) ([Chen R](#)) California Environmental Quality Act: exemptions: transportation-related projects.

Introduced: 2/19/2021

Status: 4/29/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 28). Re-referred to Com. on APPR.

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

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses. This will further exempt from the requirements of CEQA projects by a public transit agency to construct

or maintain infrastructure to charge or refuel zero-emission trains.

CSAC Position
Watch

[AB 1447](#) (Cooley D) The Rural California Infrastructure Act.

Introduced: 2/19/2021

Status: 5/4/2021-Re-referred to Com. on APPR.

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

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the Infrastructure and Economic Development Bank (I-Bank) and authorizes it to, among other things, issue bonds, make loans, and provide other financial assistance to various types of projects that constitute economic development facilities or public development facilities. The act establishes in the State Treasury the California Infrastructure and Economic Development Bank Fund (I-Bank Fund) for the purpose of implementing the objectives and provisions of the act and continuously appropriates moneys in the fund, except as prescribed. This bill, authorize the I-Bank to establish the Rural California Infrastructure Program for the purpose of making competitive grant awards to eligible local agencies for rural infrastructure projects, as prescribed. authorize the I-Bank to establish the Rural California Infrastructure Program for the purpose of making competitive grant awards to eligible local agencies for rural infrastructure projects, as prescribed.

CSAC Position
Watch

[AB 1499](#) (Daly D) Transportation: design-build: highways.

Introduced: 2/19/2021

Status: 5/5/2021-In committee: Set, first hearing. Referred to APPR. suspense file.

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

Summary: Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.

CSAC Position
Watch

[ACA 5](#) (Voepel R) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.

Introduced: 2/19/2021

Status: 4/22/2021-Referred to Com. on TRANS.

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

Summary: The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

CSAC Position
Watch

[SB 44](#) (Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

Introduced: 12/7/2020

Status: 5/4/2021-May 3 hearing: Placed on APPR suspense file.

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

Summary: Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or

proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.

CSAC Position
Watch

[SB 66](#) (Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.

Introduced: 12/7/2020

Status: 4/30/2021-Set for hearing May 10.

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

Summary: Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified.

CSAC Position
Watch

[SB 69](#) (McGuire D) North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.

Introduced: 12/8/2020

Status: 4/30/2021-Set for hearing May 10.

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

Summary: Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail and own, operate, manage, and maintain a passenger rail system within the territory of the district. This bill would require the authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of a specified right-of-way to the district, as provided.

CSAC Position
No Position

[SB 79](#) (Nielsen R) County road commissioner: County of Colusa.

Introduced: 12/15/2020

Status: 5/4/2021-In Assembly. Read first time. Held at Desk.

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

Summary: Current law provides for the appointment of a road commissioner in each county by the board of supervisors, with specified powers and duties relating to county roads. Existing law provides for exceptions to this requirement, including authorization for the Board of Supervisors of the County of Merced to transfer the duties of the county road commissioner to the county director of the department of public works. This bill would also authorize the Board of Supervisors of the County of Colusa to transfer the duties of the county road commissioner to the county director of the department of public works.

CSAC Position
Watch

[SB 214](#) (Bates R) Neighborhood electric vehicles: County of Orange: Ranch Plan Planned Community.

Introduced: 1/12/2021

Status: 5/5/2021-Read second time. Ordered to consent calendar.

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

Summary: Current law, until January 1, 2022, authorizes the County of Orange to establish a neighborhood electric vehicle (NEV) transportation plan for the Ranch Plan Planned Community in that

county. Current law requires the plan to include specified elements, including provisions relating to parking, charging, NEV only lanes, and shared use with conventional vehicle lanes. Current law makes operating a NEV in violation of certain provisions an infraction. This bill would repeal the January 1, 2022, sunset date, thereby indefinitely extending the County of Orange's authority to establish a NEV transportation plan for the Ranch Plan Planned Community.

CSAC Position

No Position

SB 261 (Allen D) Regional transportation plans: sustainable communities strategies.

Introduced: 1/27/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/15/2021) (May be acted upon Jan 2022)

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

Summary: current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.

CSAC Position

Oppose

SB 372 (Leyva D) Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.

Introduced: 2/10/2021

Status: 4/30/2021-Set for hearing May 10.

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

Summary: Would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the state board to designate the California Pollution Control Financing Authority as the agency responsible for administering the program and would require the state board and the authority to enter into an interagency working agreement for the development and administration of the program. The bill would require the authority to consult with various state agencies and stakeholders in the development and implementation of the program.

CSAC Position

Watch

SB 415 (Melendez R) Transportation funds: county apportionments: county maintained roads.

Introduced: 2/12/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021) (May be acted upon Jan 2022)

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

Summary: The Community Services District Law authorizes the formation of community services districts for various specified purposes including acquiring, constructing, improving, and maintaining streets, roads, and any incidental works. Current law grants a district that acquires, constructs, improves, and maintains streets, roads, and any incidental works the powers, duties, and authority of a county for those works. This bill would require a county that forms a community services district to maintain public roads within the district to report the mileage of the roads maintained by the district to the Department of Transportation as maintained county highways. The bill would require the Controller to deem those roads reported by a county, and certified by the department, to be maintained county roads for purposes of apportioning funds from the Highway Users Tax Account and the Road Maintenance and Rehabilitation Account.

CSAC Position

Pending

SB 475 (Cortese D) Transportation planning: sustainable communities strategies.

Introduced: 2/17/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/26/2021) (May be acted upon Jan 2022)

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

Summary: Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.

CSAC Position

Pending

SB 500

(Min D) Autonomous vehicles: zero emissions.

Introduced: 2/17/2021

Status: 4/30/2021-Set for hearing May 10.

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

Summary: Current law provides for various programs to promote the use of zero-emission vehicles, including the Clean Vehicle Rebate Project, which was established by the State Air Resources Board as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles, and the Charge Ahead California Initiative, which establishes various goals, including the goal of placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023. This bill would, to the extent allowed by federal law, prohibit the Department of Motor Vehicles from accepting an application for original registration of a qualifying autonomous vehicle that is first operated, sold, leased, offered for sale, or offered for lease in the state on or after January 1, 2027, unless that qualifying autonomous vehicle is a zero-emission vehicle. The bill would define "qualifying autonomous vehicle" to mean a self-propelled vehicle with a gross vehicle weight rating less than 10,001 pounds and with specific automation technology that is permitted by the department for deployment as an autonomous vehicle.

CSAC Position

Watch

SB 512

(Atkins D) State highways: relinquishment: Routes 75 and 282.

Introduced: 2/17/2021

Status: 5/4/2021-May 3 hearing: Placed on APPR suspense file.

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 Coronado Route 282 and specified portions of Route 75, under certain conditions.

CSAC Position

No Position

SB 542

(Limón D) Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.

Introduced: 2/18/2021

Status: 5/3/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

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

Summary: Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define "qualified motor vehicle" as a specified zero-emission truck. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the

proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.

CSAC Position

Watch

[SB 548](#) (Eggman D) Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.

Introduced: 2/18/2021

Status: 5/4/2021-In Assembly. Read first time. Held at Desk.

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

Summary: Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would require the authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.

CSAC Position

No Position

[SB 551](#) (Stern D) California Electric Vehicle Authority.

Introduced: 2/18/2021

Status: 4/29/2021-Read second time and amended. Re-referred to Com. on APPR.

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

Summary: Would establish the California Electric Vehicle Authority within the Governor’s office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, economic development, and other needs are addressed, as specified. The bill would repeal these provisions on January 1, 2029.

CSAC Position

Watch

[SB 580](#) (Hueso D) Department of Transportation: highways and roads: recycled plastics study and specifications.

Introduced: 2/18/2021

Status: 5/4/2021-May 3 hearing: Placed on APPR suspense file.

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

Summary: Would authorize the Department of Transportation to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits and detrimental impacts of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. If the department conducts the study, the bill would require the Ocean Protection Council to analyze how including recycled plastics in asphalt for use as a paving material will impact the ocean’s health and would require the department to assess, as part of the study, any life-cycle environmental benefits or detrimental impacts identified by the council. If the department determines that this use of recycled plastics is feasible and that recycled plastics can be included in asphalt in a manner that is cost effective and provides life-cycle environmental benefits, the bill would authorize the department to establish specifications for including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road.

CSAC Position

Oppose_Unless_Amended

[SB 623](#) (Newman D) Electronic toll and transit fare collection systems.

Introduced: 2/18/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/13/2021) (May be acted upon Jan 2022)

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

Summary: Current law requires the Department of Transportation, in cooperation with the Golden

Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally require any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

CSAC Position
Watch

[SB 635](#) ([Gonzalez D](#)) Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments.

Introduced: 2/19/2021

Status: 5/4/2021-May 3 hearing: Placed on APPR suspense file.

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 vests it with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law authorizes the department to establish maintenance programs related to highway cleanup, as specified. Current law establishes the Independent Office of Audits and Investigation within the department, whose director has the title of Inspector General. Current law requires the office to ensure that the department, and external entities that receive state and federal transportation funds from the department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and federal requirements. This bill would require the department to coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments on department-owned property and solicit information from, and coordinate with, other agencies about highway cleanup activities, as specified. The bill would also require the department to submit a specified report of cleanup activities to the Legislature on or before January 1, 2023.

CSAC Position
No Position

[SB 640](#) ([Becker D](#)) Transportation financing: jointly proposed projects.

Introduced: 2/19/2021

Status: 5/4/2021-May 3 hearing: Placed on APPR suspense file.

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

Summary: Current law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Current law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of those funds, as specified.

CSAC Position
Pending

[SB 653](#) ([Wieckowski D](#)) Vehicles: local agency charges: use of streets or highways.

Introduced: 2/19/2021

Status: 3/3/2021-Referred to Com. on RLS.

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

Summary: Current law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for extra legal loads, after December 31, 1990, unless the local agency had imposed the fee prior to June 1, 1989. This bill would delete obsolete references and make other technical, nonsubstantive changes to these provisions.

CSAC Position
Watch

[SB 671](#) ([Gonzalez D](#)) Transportation: Clean Freight Corridor Efficiency Assessment.

Introduced: 2/19/2021

Status: 4/30/2021-Set for hearing May 10.

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

Summary: Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.

CSAC Position

No Position

[SB 674](#) (Durazo D) Public Contracts: workforce development: transportation-related contracts.

Introduced: 2/19/2021

Status: 5/4/2021-Set for hearing May 10.

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

Summary: Would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.

CSAC Position

Watch

[SB 735](#) (Rubio D) Vehicles: speed safety cameras.

Introduced: 2/19/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/18/2021) (May be acted upon Jan 2022)

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

Summary: Would authorize a local authority to use a traffic speed safety system, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a traffic speed safety system, including, among other things, notice to the public, issuance of citations, and confidentiality of data. The bill would create an administrative proceeding for persons to pay or contest a citation captured by a traffic speed safety system and a procedure to appeal an adverse decision. The bill would impose a civil penalty for a violation. The bill would require the use of the online adjudicatory tool to determine a person's ability to pay that penalty and require that fees be collected pursuant to the process created in the pilot program described above.

CSAC Position

Watch

[SB 760](#) (Bates R) State highways: State Route 241: reduction.

Introduced: 2/19/2021

Status: 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (April 27). Re-referred to Com. on APPR.

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

Summary: Current law establishes the state highway system throughout the state and designates State Route 241 from State Route 5 south of the City of San Clemente to State Route 91 in the City of Anaheim. This bill would delete from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.

CSAC Position

No Position

[SB 761](#) (Bates R) Public resources: City of San Clemente: road construction.

Introduced: 2/19/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was N.R. & W. on 3/4/2021)(May be acted upon Jan 2022)

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

Summary: Would prohibit certain governmental entities from constructing, funding, or operating, or from taking property to construct, fund, or operate, a new major thoroughfare in the City of San Clemente in an area that is subject to a conservation easement or that is protected as open space under a local initiative. The bill would provide that these provisions do not apply to State Route 5 and lands immediately adjacent to State Route 5 or the extension of Los Patrones Parkway as an untolled county arterial highway.

CSAC Position

No Position

SB 790

(Stern D) Wildlife connectivity mitigation credits.

Introduced: 2/19/2021

Status: 4/30/2021-Set for hearing May 10.

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

Summary: Current law vests the Department of Fish and Wildlife (DFW) with jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Current law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system. This bill would require DFW, in consultation with Caltrans, to provide compensatory mitigation credits to support modifications and planning of projects on the state highway system that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity, and other environmental improvements.

CSAC Position

Watch

SB 798

(Wieckowski D) Trade Corridor Enhancement Account.

Introduced: 2/19/2021

Status: 3/3/2021-Referred to Com. on RLS.

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

Summary: Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.

CSAC Position

Watch

Total Measures: 65

Total Tracking Forms: 65