



May 18, 2017

Bills	Subject	Status	Client - Position
AB 1 (Frazier D) Transportation funding.	AB 1 is Assemblyman Frazier's renewed effort to address the funding shortfall facing our transportation infrastructure. This bill would generate about \$6.6 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.	ASSEMBLY TRANS	CalACT - Support
AB 17 (Holden D) Transit Pass Program: free or reduced-fare transit passes.	AB 17 would create the Student Transit Pass Program to be administered by the Caltrans. The bill would require the Controller to allocate moneys made available for the program, upon appropriation by the Legislature, to each transit operator pursuant to the STA formula. The funds must be used to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	ASSEMBLY APPR. SUSPENSE FILE	CalACT - Watch
AB 28 (Frazier D) Department of Transportation: environmental review process: federal pilot program.	AB 28 would re-enact provisions that sunset on December 31 st 2016 that delegate the responsibility to Caltrans for complete NEPA review of transportation projects. As approved by the Senate Transportation & Housing Committee to bill was amended to add a sunset date of January 1, 2020.	Signed Into Law	CalACT - Watch
AB 301 (Rodriguez D) Driver's license: examination requirements: certificate of driving skill.	AB 301 has been substantially amended. The amendments reduce the benefits originally proposed that would improve the ability to conduct commercial driver's license tests. As amended, AB 301 directs the DMV to do the following: <ul style="list-style-type: none"> Requires DMV to ensure that by June 1, 2019, the maximum wait time to obtain an appointment to take the commercial driver's license driving skills test in any particular field office does not exceed seven days. 	ASSEMBLY APPR. SUSPENSE FILE	CalACT – Support & Seek Amendments

	<ul style="list-style-type: none"> Requires DMV to report, by June 1, 2018, to the budget and transportation committees of the Assembly and the Senate on how DMV intends to achieve the seven-day maximum wait time, and requires that the report include specified information. 		
<p>AB 673 (Chu D) Public transit operators: vehicle safety requirements.</p>	<p>AB 673 was substantially amended on April 18th. The language in the bill that required specific safety features on all new buses has been removed</p> <p><i>As amended, AB 673 would require a transit operator, before purchasing new buses, to take into consideration recommendations and best practices developed by bus drivers that address the following:</i></p> <ul style="list-style-type: none"> <i>Reduce the risk of assault on the driver.</i> <i>Reduce blind spots created by bus equipment.</i> <i>Enhance the safety of passengers, driver, pedestrians and other vehicles.</i> <p>The following provisions requiring new buses to be equipped with these features have been removed from the bill.</p> <ul style="list-style-type: none"> Transparent, glare-free, accessible partition enclosures around the bus operator seating area capable of withstanding gunfire. A door or window, at least the same size as a passenger emergency window, to the left of the bus operator seating area that allows for safe and rapid emergency egress from the vehicle. A mechanism that allows for direct connection to local law enforcement, such as a panic button. Low-mounted, reasonably sized left-side mirrors that allow the bus operator, regardless of size, to adequately view pedestrians crossing in front of the bus. 	ASSEMBLY FLOOR	CalACT - Watch

	<ul style="list-style-type: none"> Reasonably sized “A” pillars that allow the bus operator, regardless of size, to adequately view pedestrians crossing in front of the bus. An overall bus operator seating area that eliminates blind spots to the greatest extent feasible. 		
AB 1103 (Oberholte R) Bicycles: yielding	<p>AB 1103 is based on a statute in Idaho that allows bicyclists to avoid coming to a complete stop at intersections. This has become known as an “Idaho stop.”</p> <p>Specifically, AB 1103 would authorize a person operating a bicycle approaching a stop sign, to cautiously make a turn or proceed through the intersection without stopping. The cyclist must slow to a reasonable speed and yield the right-of-way. The bill would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn.</p>	Two-Year Bill	CalACT - Watch
AB 1113 (Bloom D) State Transit Assistance program.	<p>AB 1113 is sponsored by the California Transit Association (CTA). This bill is intended to implement corrections to the State Controller new interpretation of how State Transit Assistance (STA) funds are allocated.</p> <p>The bill makes several clarifying changes that clean-up the structure of these codes, and in particular specifies that only public transit operators are eligible to receive STA funds directly. It also specifies that when reporting to the Controller an operator’s reportable revenue cannot exceed its expenses for purposes of the STA calculation.</p>	SENATE DESK	CalACT - SUPPORT
SB 1 (Beall D) Transportation funding.	<p>SB 1 contains the Governor’s and Leadership’s transportation funding proposal. This bill would generate about \$5.2 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.</p>	Signed Into Law	CalACT - Support
SB 614 (Hertzberg D) Public transportation	<p>SB 614 allows fine revenue collected by imposing administrative penalties to be deposited with the public transit agency that issued the citation. Current law requires these funds to be deposited</p>	ASSEMBLY DESK	CalACT - SUPPORT

agencies: administrative penalties.	into the general fund of the county where the citation was issued.		
SCA 2 (Newman D) Motor vehicle fees and taxes: restriction on expenditures.	SCA 2 would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.	SENATE INACTIVE FILE	CalACT - Support
SCA 6 (Wiener D) Local transportation measures: special taxes: voter approval.	SCA 6 would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.	SENATE APPR	CalACT - Support