
SENATE COMMITTEE ON APPROPRIATIONS

Senator Sabrina Cervantes, Chair

2025 - 2026 Regular Session

SB 1250 (Cortese) - State highway system: wildlife connectivity

Version: March 26, 2026

Policy Vote: TRANS. 9 - 0, N.R. & W. 5 - 0

Urgency: No

Mandate: No

Hearing Date: May 14, 2026

Consultant: Mark McKenzie

Bill Summary: SB 1250 would require the Department of Transportation (Caltrans) to include wildlife connectivity assets in the Transportation Asset Management Plan (TAMP) and require the California Transportation Commission (CTC) to adopt targets and performance measures reflecting state transportation goals and objectives for wildlife connectivity assets in connection with the TAMP, as specified.

***** ANALYSIS ADDENDUM – SUSPENSE FILE *****

The following information is revised to reflect amendments adopted by the committee on May 14, 2026

Fiscal Impact:

- Unknown significant transportation fund cost pressures, to the extent that including wildlife connectivity assets in the TAMP results in the inclusion of connectivity projects in the SHOPP, or the addition of these features to other maintenance projects. This would result in cost pressures to provide more funding for SHOPP projects or reduce the number of projects that are funded. Staff notes that there has been a decline in available funding for SHOPP projects in recent years. See Staff Comments. (State Highway Account, Road Maintenance and Rehabilitation Account, federal funds).
- The Department of Fish and Wildlife (DFW) indicates that any new workload by requiring DFW to jointly develop and publish the inventory of connectivity needs, rather than work in a consultation role, would be absorbable. (Fish and Game Preservation Fund)
- The CTC indicates that any costs could be absorbed with existing resources. Specifically, any workload related to the adoption of targets and performance measures for wildlife connectivity in the TAMP could be addressed in the regular cycle of TAMP updates. (State Highway Account, Public Transportation Account)

Author Amendments:

- Specify that wildlife connectivity assets for which the CTC must adopt targets and performance measures are limited to crossings on the state highway system.
- Revise the definition of “wildlife connectivity asset” to mean a physical infrastructure asset on or within the right-of-way of transportation infrastructure that facilitates wildlife passage across transportation infrastructure and reduces wildlife-vehicle collisions.

- Clarify that the bill does not require developer fees to fund local road improvements whose sole purpose is wildlife passage across transportation infrastructure.

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