Los Angeles County
Metropolitan Transportation
Authority
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Los Angeles, CA

Metro

Board Report

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EXECUTIVE MANAGEMENT COMMITTEE
JULY 16, 2015

RECEIVE AND FILE report on **monthly State and Federal Legislative Remarks.**

DISCUSSION

This report was prepared on June 19, 2015 and will be updated with more current information at the Executive Management Committee on July 16, 2015.

Chair Ridley-Thomas and members of the committee, I am pleased to provide an update on a number of state legislative items.

Governor Jerry Brown Announced Budget Agreement

On June 16th, Governor Jerry Brown announced a budget agreement with Assembly Speaker Toni Atkins and Senate President pro Tempore Kevin de León that follows the May Revision revenue estimates. The Governor also announced that he is calling the Legislature into special session on two issues. The first session would address the funding needs of the state's road and highway system which was highlighted in Governor's January Budget proposal. Proposals from lawmakers this year have ranged from vehicle fee and gas tax increases to surcharges on zero-emission vehicles. The other special session will address financing issues associated with Medi-Cal.

Transportation Loan Repayment

Staff are working to secure language in the State Budget that would ensure that specific transportation loans are included in the repayment of transportation loans. The specific program to be included is the Traffic Congestion Relief Program and would allow Metro to seek repayment of funds due to the East San Fernando Valley North/South project.

Special Session
With respect to the special session on infrastructure the Governor highlighted the following: " Caltrans, the state's Transportation Department, maintains 50,000 lane-miles of highway and nearly 13,000 state-owned bridges. While the repair, maintenance and efficient operation of the state's highway system are vital to the state's continued economic growth, current funding fails to adequately fund this necessary work. The state's current fuel excise tax is sufficient to fund only $2.3 billion of work-leaving $5.7 billion in unfunded repairs each year." According to a recent study by the California Transportation Commission, the state will need to spend over $500 billion over the next decade to maintain everything from airports, freight lines, and public transit systems. Between

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federal, state, and local sources, there is only enough funding to support about half of these investments.

Leadership in both the Senate and Assembly have proposed various ways of addressing this need. The Board recently took action to support efforts proposed by Senate Transportation and Housing Committee Chairman Jim Beall which would address the funding needs of the state's road and highway system. The Chairman has also indicated his support for addressing transit's funding needs as a part of this overall package.

State and local roads are an important part of our transportation system. At the same time public transit systems in the state do have important state of good repair needs.

Transportation Funding Proposals Advance

Both the Senate and Assembly are considering legislative proposals to address the Governor's challenge to fund the state of good repair needs of the State Highway System. A number of proposals have been introduced in each house. These proposals not only deal with the challenges to the State system but also address the funding needs of the local street and road system. Staff will be presenting two of these proposals to the Board for their consideration in the June meeting cycle.

Metro Sponsored Legislation Advances

Metro sponsored measure SB 767 (De Leon) will soon be scheduled in policy committees in the Assembly. The bill has been referred to the Assembly Committee on Local Government and the Assembly Transportation Committees.

*Comments will be updated at the Committee meeting.

This report was prepared on June 19, 2015 and will be updated with more current information at the Executive Management Committee on July 16, 2015.

Chairman Ridley-Thomas and members of the committee, I am pleased to provide an update on a number federal transportation issues.

Upcoming 114th Congress - Surface Transportation Authorization Bill:

We continue to closely track efforts to extend MAP-21. We very much look forward to plans by the U.S. Senate Committee on Environment and Public Works to mark-up a new surface transportation authorization bill on June 24, 2015. As details of this legislation are made public, we look forward to sharing them with all Board members.

Fiscal Year 2016 Transportation Appropriations Bill

We are fully engaged with both the House and Senate appropriations committees to ensure that our Board-approved 2015 Federal Legislative priorities are fully addressed in the transportation spending measures considered and adopted by the 114th Congress. The U.S. House of Representatives has already adopted their Fiscal Year 2016 transportation spending measure. We expect the U.S. Senate to act on their transportation spending measure next month.

PEPRA/13(c)

We continue to work cooperatively with members of the U.S. House of Representatives and the U.S. Senate, along with key Executive Branch officials to favorably resolve the PEPRA/13(c) impasse. We are encouraged that all parties continue to remain engaged in working to ensure that the flow of federal transportation funds to our agency is not interrupted further.

TIGER

We are working to encourage the U.S. Department of Transportation to favorably review two TIGER grant applications we have submitted for consideration. Our TIGER grant applications are for the All Door Bus Boarding Project and for the Rail to Rail Active Transportation Project along the Metro-owned right of way in South Los Angeles.
We will be coordinating closely with Board members, members of the Los Angeles County Congressional Delegation and key stakeholders to increase our prospects for securing TIGER grants for these projects.

Conclusion:

Chairman Ridley-Thomas and members of the committee, thank you for your attention to the issues addressed in this report. This concludes my remarks before the committee. I would very much welcome the opportunity to respond to any questions members of the committee may have on this update or any other matter.

ATTACHMENTS

Attachment A - Legislative Matrix, July 2015

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Los Angeles County Metropolitan Transportation Authority Government Relations Legislative Matrix			
BILL/AUTHOR	**DESCRIPTION**	**POSITION**	**STATUS**
AB 2 **(Alejo)** D-Parajo and Salinas Valley Community revitalization authority.	The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.	Monitor	4/23/2015-A. APPR. 4/23/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.
AB 4 **(Linder)** R Vehicle weight fees: transportation bond debt service.	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.	Monitor	1/16/2015-A. TRANS. 4/9/2015-In committee: Set, first hearing. Hearing canceled at the request of author.

AB 6 (**Wilk**) R Bonds: transportation: school facilities.	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of $9 billion in general obligation bonds for high-speed rail purposes and $950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. **The bill would make no changes to the authorization under the bond act for issuance of $950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.**	Monitor	4/20/2015-A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.

AB 8 (Gatto) D Emergency services: hit-and-run incidents.	Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing. This bill would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspects vehicle. **The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.**	Monitor	3/24/2015-A. PU B. S. 3/24/2015-From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on PUB. S.
AB 21 (Perea) D California Global Warming Solutions Act of 2006: emissions limit: scoping plan.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. **This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.**	Monitor	1/16/2015-A. NA T. RES. 4/13/2015-In committee: Hearing postponed by committee.

AB 23 (Patterson) R California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.	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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. **This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.**	Monitor	3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.
AB 24 (Nazarian) D Transportation network companies: public safety.	The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. **This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.**	Monitor	4/23/2015-A. TRANS. 4/23/2015-Re-referred to Com. on TRANS.

AB 28 (Chu) D Bicycle safety: rear lights.	Existing law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A violation of this requirement is an infraction. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist. **By revising the definition of a crime, the bill would impose a state-mandated local program. The bill would also include a statement of legislative findings and declarations. This bill contains other related provisions and other existing laws.**	Monitor	4/23/2015-A. TRANS. 4/23/2015-Re-referred to Com. on TRANS.
AB 33 (Quirk) D California Global Warming Solutions Act of 2006: scoping plan.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. 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. The act requires the scoping plan to be updated at least once every 5 years. **This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.**	Monitor	4/7/2015-A. NAT. RES. 4/7/2015-Re-referred to Com. on NAT. RES.

AB 156 **Perea D** California Global Warming Solutions Act of 2006: investment plan.	The Passenger Charter-party Carriers Act, with certain exceptions, prohibits a charter-party carrier of passengers from engaging in transportation services subject to regulation by the Public Utilities Commission without obtaining a specified certificate or permit, as appropriate, from the commission, and imposes various other requirements. A violation of the act is generally a misdemeanor. Pursuant to existing law, the commission has adopted rules and regulations relating to the operation of transportation network companies. Existing law defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.	Monitor	4/20/2015-A. APPR. 4/20/2015-Re-referred to Com. on APPR.

AB 194 **Frazier D** High-occupancy toll lanes.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.	SUPPORT	4/14/2015-A. APPR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.

AB 210 **Gatto D** High-occupancy vehicle lanes: County of Los Angeles.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements. The bill would authorize the department, on or after May 1, 2017, to reinstate 24-hour high-occupancy vehicle lanes on the specified portions of these routes if the department makes a specified determination and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	OPPOSE	4/15/2015-A. APPR. SUSPENSE FILE 4/15/2015-In committee: Set, first hearing. Referred to suspense file.
AB 227 **Alejo D** Transportation funding.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.	SUPPORT	4/16/2015-A. BUDGET 4/16/2015-Re-referred to Com. on BUDGET.

AB 318 **Chau D** Lost money and goods: restoration to owner.	Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth $100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.	SUPPORT	4/15/2015-A. APPR. 4/15/2015-Re-referred to Com. on APPR.
AB 326 **Frazier D** Public works: prevailing wage rates: wage and penalty assessments.	Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.	Monitor	4/22/2015-A. L. & E. 4/22/2015-Re-referred to Com. on L. & E.
AB 338 **Hernández, Roger D** County transportation commissions: Los Angeles County.	The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in the southern California region, including Los Angeles County. The act makes various legislative findings regarding the transportation needs of the region. The bill would make an additional legislative finding that transportation resources should be equitably distributed within Los Angeles County.	OPPOSE	4/23/2015-A. TRANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.

AB 457 **Melendez R** High-occupancy vehicle lanes.	Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.	Monitor	4/6/2015-A. TRANS. 4/20/2015-In committee: Hearing postponed by committee.
AB 464 **Mullin D** Transactions and use taxes: maximum combined rate.	Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Monitor	4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.
AB 471 **Harper R** Employment.	Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.	Monitor	2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.
AB 518 **Frazier D** Department of Transportation.	Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other existing laws.	Monitor	3/5/2015-A. TRANS. 3/5/2015-Referred to Com. on TRANS.

AB 584 Cooley D Public employee retirement systems.	Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.	Monitor	4/8/2015-A. RLS. 4/8/2015-From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 0.) (April 8). Re-referred to Com. on RLS.
AB 620 Hernández, Roger D High-occupancy toll lanes: exemptions from tolls.	Existing law authorizes a value-pricing and transit development program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would instead require LACMTA, in implementing the program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Oppose	3/9/2015-A. TRANS. 3/9/2015-Referred to Com. on TRANS.

AB 726 **Nazarian D** Vehicles: Los Angeles County Metropolitan Transportation Authority.	Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.	SPONSOR	4/23/2015-A. TRANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.
AB 754 **Ridley-Thomas D** Taxation.	The Corporation Tax Law imposes a franchise tax measured by, or according to, net income of a corporation doing business within the limits of this state, including a minimum franchise tax on specified corporations, as provided. The provisions of the Personal Income Tax Law generally apply to the income of an individual or partnership, imposing a tax on individuals at graduated rates. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the Los Angeles County Metropolitan Transportation Authority, and resulting in decreased business revenue.	SUPPORT	2/25/2015-A. PRINT 2/26/2015-From printer. May be heard in committee March 28.

AB 755 Ridley-Thomas D Sales and use taxes: exemption: small businesses: Los Angeles County transit projects.	Would partially exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, tangible personal property sold by, or purchased from, a retailer that is a small business, as defined, and whose property line abuts or faces the rail corridor or a designated construction staging or construction storage area of the Crenshaw/LAX Transit Corridor Light Rail Line, the Regional Connector Transit Corridor Light Rail Line, or the Westside Subway Extension Light Rail Line, as specified.	SPONSOR	5/14/2015-A. REV. & TAX SUSPENSE FILE 5/14/2015-Re-referred to Com. on REV. & TAX.
AB 779 Garcia, Cristina D Environmental quality: transit priority areas.	(1) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would instead provide that the transportation impact related to greenhouse gas emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.	Monitor	4/21/2015-A. NAT. RES. 4/21/2015-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.

AB 857 **Perea D** California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	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 the use of market-based compliance mechanisms. Existing 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 and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 80% or $100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	Monitor	4/16/2015-A. NAT. RES. 4/16/2015-Re-referred to Com. on NAT. RES.
AB 869 **Cooper D** Public transportation agencies: fare evasion and prohibited conduct.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.	Monitor	4/14/2015-A. APPR. 4/14/2015-Re-referred to Com. on APPR.

AB 877 **Chu D** Transportation.	Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate. This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Monitor	4/6/2015-A. TRANS. 4/6/2015-Re-referred to Com. on TRANS.
AB 914 **Brown D** Toll facilities: County of San Bernardino.	Existing law provides for the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles (HOVs). Existing law authorizes the development and implementation of high-occupancy toll (HOT) lanes under certain circumstances, pursuant to which vehicles that do not meet the vehicle occupancy requirements for use of an HOV lane may use the lane upon payment of a toll. This bill would authorize the San Bernardino County Transportation Commission to construct and operate certain transportation facilities, as defined, on State Highway Routes 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues. The bill would require the commission to report to the Legislative Analyst on specified matters within 3 years of commencement of toll collection on a facility constructed under the bill. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.	Monitor	4/9/2015-A. TRANS. 4/9/2015-Re-referred to Com. on TRANS.

AB 952 Garcia, Cristina D Local government: cities: special districts: governing boards: vacancies.	Existing law requires a school district or community college district governing board, whenever a vacancy occurs or a resignation containing a deferred effective date has been filed with the county superintendent of schools, to either order an election or make a provisional appointment. Existing law requires a person appointed to fill a vacancy to hold office only until the next regularly scheduled election for district governing board members that is scheduled 130 or more days after the effective date of the vacancy, at which time an election is required to be held to fill the vacancy for the remainder of the unexpired term. This bill would require the provisional appointee to serve on the board until the next regularly scheduled election. This bill would eliminate the requirement that an election be held 130 or more days after the effective date of the vacancy. This bill contains other related provisions and other existing laws.	Monitor	4/21/2015-A. E. & R. 4/21/2015-Re-referred to Com. on E. & R.
AB 1068 Allen, Travis R California Environmental Quality Act: priority projects	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.	Monitor	3/19/2015-A. NA T. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.

AB 1087 **Grove R** Greenhouse Gas Reduction Fund: high-speed rail.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources 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 and to be available upon appropriation. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan. This bill would provide that the continuous appropriations from the fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Monitor	4/20/2015-A. TRANS. 4/21/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.
AB 1098 **Bloom D** Transportation: congestion management.	Existing law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.	Monitor	4/6/2015-A. TRANS. 4/16/2015-In committee: Hearing postponed by committee.
AB 1138 **Patterson R** High-speed rail: eminent domain	Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction. The bill, for these purposes, would instead define "usable segment" as a portion of a corridor, as defined, that includes at least 2 stations and shall be used to operate high-speed train service, as specified. This bill contains other existing laws.	Monitor	4/20/2015-A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.

AB 1171 **Linder R** Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.	Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	4/22/2015-A. TRANS. 4/22/2015-Re-referred to Com. on TRANS.
AB 1250 **Bloom D** Vehicles: buses: gross axle weight	Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Monitor	4/20/2015-S. RLS. 4/20/2015-In Senate. Read first time. To Com. on RLS. for assignment.
AB 1265 **Perea D** Transportation projects: comprehensive development lease agreements.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.	SUPPORT	4/14/2015-A. APPR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.

AB 1347 **Chiu D** Public contracts: claims.	(1) Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of $375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.	Monitor	4/22/2015-A. A. & A.R. 4/22/2015-Re-referred to Com. on A. & A.R.
ACA 4 **Frazier D** Local government transportation projects: special taxes: voter approval.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Monitor	4/6/2015-A. TRANS. 4/20/2015-In committee: Hearing postponed by committee.

SB 1 (Gaines) R California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.	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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. **This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.**	Monitor	1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.
SB 5 (Vidak) R California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.	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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. **This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.**	Monitor	1/15/2015-S. E. Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.

SB 8 (Hertzberg) D Taxation**.**	The Sales and Use Tax Law imposes a tax on retailers measured by the 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. The Personal Income Tax Law imposes taxes on personal taxable income at specified rates, and the Corporation Tax Law imposes taxes upon, or measured by, corporate income. **This bill would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the states business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.**	Monitor	2/19/2015-S. G. & F. 2/19/2015-Re-referred to Com. on GOV. & F.

SB 9 **(Beall) D** Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. **This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding $100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.**	WORK WITH AUTHOR	4/15/2015-S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
SB 16 **(Beall) D** Department of Transportation.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. **This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.**	SUPPORT	4/15/2015-S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

SB 29 **(Beall) D** Employment: sick leave.	Existing law requires an employer to allow an employee to use his or her sick leave to care for an ill spouse, domestic partner, parent, or child, as defined. **This bill would make technical, nonsubstantive changes to that provision.**	Monitor	4/15/2015-S. APPR. 4/15/2015-Read second time and amended. Re-referred to Com. on APPR.
SB 32 **(Pavley) D** California Global Warming Solutions Act of 2006: emissions limit	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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. **This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.**	Monitor	3/16/2015-S. E. Q. 4/10/2015-Set for hearing April 29.
SB 39 **(Pavley) D** Vehicles: high-occupancy vehicle lanes.	Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). **This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.**	Monitor	4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 21). Re-referred to Com. on APPR.

SB 59 (Knight) R Vehicles: high-occupancy vehicle lanes.	Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Monitor	1/15/2015-S. RLS. 1/15/2015-Referred to Com. on RLS.
SB 64 (Liu) D California Transportation Plan.	Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor. This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.	Monitor	1/15/2015-S. T. & H. 4/14/2015-Set for hearing April 28.

SB 122 (Jackson) D California Environmental Quality Act: record of proceedings.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.	Monitor	4/20/2015-S. APPR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.
SB 158 Huff R **Transportation projects: comprehensive development lease agreements.**	Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.	Monitor	4/7/2015-S. T. & H. 4/7/2015-Re-referred to Coms. on T. & H. and E.Q.
SB 194 Cannella R **Vehicles: high-occupancy vehicle lanes.**	Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicleson highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.	Monitor	2/19/2015-S. RLS. 2/19/2015-Referred to Com. on RLS.

SB 207 Wieckowski D **California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.**	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing 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 and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.	Monitor	4/16/2015-S. APPR. 4/17/2015-Set for hearing April 27.
SB 254 Leyva D **Transit districts: ordinances.**	Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

SB 321 Beall D **Motor vehicle fuel taxes: rates: adjustments.**	Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.	Monitor	4/23/2015-S. AP PR. 4/23/2015-Read second time and amended. Re-referred to Com. on APPR.
SB 348 Galgiani D **California Environmental Quality Act: exemption: railroad crossings.**	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor	4/16/2015-S. AP PR. 4/17/2015-Set for hearing April 27.

SB 350 **De León D** Clean Energy and Pollution Reduction Act of 2015.	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply.	Monitor	4/7/2015-S. E.Q. 4/10/2015-Set for hearing April 29.

SB 391 Huff R **Assault and battery: transit employees.**	Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding $2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding $2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	SUPPORT	4/21/2015-S. PU B. S. 4/22/2015-April 28 set for first hearing canceled at the request of author.
SB 413 Wieckowski D **Public transit: prohibited conduct.**	Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would restate this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Work with Author	4/16/2015-S. T. & H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
SB 461 Hernandez D **Toll bridges and facilities: funds.**	Existing law, the California Toll Bridge Authority Act, makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. Under existing law, all tolls or other revenue received from the operation of toll bridges and related facilities that were acquired or constructed with bond funding are deposited into a special fund designated for the particular toll bridge or facility that produced the toll or revenue. This bill would make nonsubstantive changes to the provision specifying deposit of this particular revenue into the designated special fund.	Monitor	4/22/2015-S. AP PR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.

SB 491 **Committee on Transportation and Housing** **Transportation: omnibus bill.**	Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Monitor	4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
SB 508 **Beall D** **Transit operations: financial requirements.**	Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50%of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. This bill contains other related provisions and other existing laws.	Monitor	3/12/2015-S. T. & H. 4/2/2015-Set for hearing May 5.

SB 516 **Fuller R** Transportation: motorist aid services.	Existing law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Existing law authorizes a service authority to impose a fee of $1 per year on vehicles registered in the counties served by the service authority. Existing law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. Existing law requires the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for implementation of a motorist system of call boxes. This bill would instead require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes. The bill would additionally authorize the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, other transportation demand management services, and litter and debris removal. The bill would require the Department of Transportation and the Department of the California Highway Patrol to review and approve plans, and amendments to plans, for installation of a motorist aid system of call boxes and any call box removal plan.	Monitor	4/21/2015-S. T. & H. 4/21/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
SB 529 **Pan D** **Public transit.**	Existing law provides that any public transit guideway that is planned, acquired, or constructed on or after January 1, 1979, is subject to regulation by the Public Utilities Commission relating to safety appliances and procedures. That law additionally requires the commission to inspect all work done on those guideways, authorizes the commission to make further additions or changes necessary for the purpose of safety to employees and the general public, and requires the commission to develop an oversight program employing safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways. This bill would make nonsubstantive revisions to the above-described law.	Monitor	4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.

SB 599 Mendoza D **Employment: public transit service contracts.**	Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.	Monitor	4/20/2015-S. APPR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.

SB 767 De León D **Los Angeles County Metropolitan Transportation Authority: transactions and use tax.**	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified. This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.	SUPPORT	4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.

SCA 5 Hancock D **Local government: special taxes: voter approval.**	The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax. This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Monitor	4/7/2015-S. G. & F. 4/7/2015-Referred to Coms. on GOV. & F., E. & C.A., and APPR.

FEDERAL

BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3620 Bass D	Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	January 2014 – SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 680 Blumenauer D	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024. *Board previously supported HR 3636 bill last session.*	**May 2015 – SUPPORT** Referred to the House Committees on Ways and Means and House

		Transportation and Infrastructure
H.R. 935 **Hahn D-CA**	Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund. *Board previously supported HR 5101 bill last session.*	**May 2015 – SUPPORT WORK WITH AUTHOR** Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 990 **King R-NY**	**Would authorize and bring parity between the parking and transit commuter tax benefits available for emplyees, including cash payments from employers, tot eh level of $235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of $35 per month.**	**May 2015 – SUPPORT** House Ways and Means Committee
H.R. 1308 **Lowenthal D-CA**	**Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.** *Board previously supported HR 5624 bill last session.*	**May 2015 – SUPPORT WORK WITH AUTHOR** Subcommittee on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461	Would end the longstanding practice of the mass transit account receiving funding	**May 2015 –**

Massie R-KY	through the Highway Trust Fund. Additionally, it repeals the Transportation	**OPPOSE** House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1551 Sanford R-SC	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	**May 2015 – OPPOSE** House Ways and Means Committee
S. 650 Blunt R-MO	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	**MAY 2015 – OPPOSE** Senate Commerce, Science and Transportation Committee
S. 797 Booker D-NJ	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	**May 2015 – SUPPORT WORK WITH AUTHOR** Senate Commerce, Science and Transportation Committee
S. 880 (Schatz-D-HI)	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligibile expense to finance through the TIFIA program.	**May 2015- SUPPORT** Senate Environment and Public Works Committee

S. 1006 (Feinstein-D-CA)	**Extend the national deadline to implement Positive Train Control by one year**	**MAY 2015 – SUPPORT** Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2015	A short-term continuing resolution (CR), H.J. Res. 124, to fund all programs and functions of the Federal Government for the first ten weeks of the fiscal year beginning on October 1, 2014. The CR extends funding for all federal programs, agencies, and services until December 11, 2014, at the current annual rate of $1.012 trillion.	Signed by President, September 19, 2014 U.S. Senate and House passes H.J. Res 124 on September 18, 2014
Moving Ahead For Progress In The 21st Century **Surface Transportation Authorization Bill**	MAP-21 • 27 month bill – expires on September 30, 2014 / Extends motor fuels tax through October 1, 2015 • **Total Funding:** $105 Billion o **Highway Funding:** $39.7 Billion in FY13 and $40 Billion in FY14 o **Transit Funding:** $10.5 Billion in FY13 and $10.7 Billion in FY14 • Includes **America Fast Forward** Innovative Financial Provision (TIFIA) o Does not include Qualified Transportation Improvement Bonds (QTIB) **H.R. 5021 passed both Chambers and provides approximately $10.8 billion in offsets to support transfers of General Funds into the HTF and extends the authorizations for transit, highway and highway safety programs funded from the HTF through the end of May 31, 2015.**	July 15, 2014, H.R. 5021, extension of MAP-21, passed both Chambers Authorizes MAP-21 until May 31, 2015 July 6. 2012 Signed by President into law
Obama Administration Proposal **Generating Renewal, Opportunity, and Work with Accelerated**	**Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act is a four-year, $302 billion surface transportation reauthorization bill.** **The proposal includes:** • $199 billion for highways o $92.1 billion for the National Highway Performance Program	Introduced – April 29

Mobility, Efficiency, and Rebuilding of Infrastructure and Communities Throughout America (GROW AMERICA) Act	o $13.6 billion for "critical immediate investments" • $72 billion for transit o $11 billion for Capital Investment Grants o $2.2 billion to help rapidly-growing communities invest in new bus rapid transit lines • $5 billion for the TIGER program ($1.25 billion per year – an increase of more than 100 percent over current levels) • $19 billion in dedicated funding for rail programs • $5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country • $4 billion to attract private investment through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program • $1 billion for a new grant program called Fixing and Accelerating Surface Transportation (FAST) geared toward "bold, innovative strategies and best practices" • Significant investment in the president's "Ladders of Opportunity" initiative o $2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions o $245 million for workforce development to enhance the size, diversity, and skills of the construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, states, and non-governmental organizations • $10 billion for a multi-modal freight program • $7 billion for the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) to improve safety.	