



**Board Report**

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**EXECUTIVE MANAGEMENT COMMITTEE  
FEBRUARY 18, 2016**

**SUBJECT: STATE AND FEDERAL REMARKS**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

**RECEIVE AND FILE State and Federal Remarks.**

**DISCUSSION**

**Executive Management and Audit Committee  
Remarks Prepared By Raffi Haig Hamparian  
Government Relations Director, Federal Affairs**

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of federal affairs impacting our agency. This report was prepared on February 5, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

**Federal Budget For Fiscal Year 2017**

On February 9, 2016 the White House is slated to release President Obama's Budget for Federal Fiscal Year 2017. The Budget is expected to include robust funding for transportation, including a funding proposal to add a \$10 per barrel tax on oil. We also expect the Budget proposal to include funding recommendations for our New Starts projects and a number of new programs authorized by the FAST Act, including funding for a new federal freight program and the popular TIGER Grant program. Once the Budget is formally released, we will issue a summary to the entire Board of Directors.

**Federal Appropriations For Fiscal Year 2017**

Later this year, both the House and Senate appropriations committees will begin their work on their spending bills for Federal Fiscal Year 2017. We are going to be closely tracking these efforts, which will likely begin with hearings in both the House and Senate featuring testimony from U.S. Transportation Secretary Anthony Foxx. This Spring we can expect the transportation subcommittees

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to mark-up their bills, followed by action by the full House and Senate Committees on Appropriations. It is the state desire of House and Senate leaders to conclude work on all appropriations measures, including the transportation spending bill, by the end of Federal Fiscal Year 2016 (September 30, 2016). We will be working with our federal advocacy team to ensure that our Board-approved priorities are reflected in the final spending bills adopted by Congress later this year.

### **FAST Act:**

Late last year, the Congress adopted and President Obama signed into law America's new surface transportation authorization bill - Fixing America's Surface Transportation Act (FAST Act). The bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year). Passage of the FAST Act by Congress ended a long running saga of repeated extensions to the current surface transportation authorization law - MAP-21. Many of the priorities outlined in our Board-approved Federal Legislative program were addressed in the FAST Act. I am pleased to share the following highlights of the bill with Board members.

### **The Transportation Infrastructure and Innovation Act (TIFIA)**

This low-interest federal loan program is funded at \$275 million per year and would be funded at \$300 million by the end of the 5 year bill. The program allows for unused TIFIA funds to be put back into future TIFIA funding. The program allows for Transit Oriented Development as an eligible expense for TIFIA loans, which was a Board-approved priority in our Federal Legislative Program.

### **Freight Program**

The bill includes two funded freight programs. The first freight program is a formula based freight program that is funded at \$6.5 billion over 5 years. The second freight program is a competitive grant program that local and state agencies can apply for. This is funded at between \$800 million-\$1 billion per year.

### **Congestion Mitigation and Air Quality (CMAQ) Program Funding for local Transportation Projects**

The bill reverts back to current law and continues to allow local agencies to use CMAQ as they do now.

### **Capital Investment Grants (New Starts)**

The bill continues to allow local governments to use other federal funding as the local match for New Starts Transit construction projects.

Fixed guideway New Starts goes to 60% maximum federal share from current 80%. The House bill reduced the share to 50%.

### **Positive Train Control Grants**

The bill provides \$199 million for Positive Train Control grants that commuter railroads like Metrolink can apply for.

### **Bus Driver Safety Rulemaking**

- The bill requires USDOT to have rulemaking on bus driver safety.

### **Park-and-Ride Relinquishment is Included in the bill**

Allows State Departments of Transportation to relinquish ownership of unused Park-and-Ride properties.

### **HOV Degradation Standards**

The bill includes a combination of the House and Senate provisions. It allows states or local transportation agencies to apply for a waiver from the current HOV degradation standard. It also includes Senate language that requires the state or local agency to have a plan to improve their HOV operations.

### **Local Bridge Funding**

The bill includes language from the House bill that provides States with additional flexibility to spend National Highway Performance Program funds for bridges that are located on the Federal-Aid Highway system.

### **TIGER Grants:**

The U.S. Department of Transportation is slated to announce funding availability for TIGER grants later this month. Thanks to strong support from our Board of Directors and members of the Los Angeles County Congressional Delegation, we have secured three major TIGER grants over the last two years. We expect to vigorously compete, yet again, for TIGER grants in 2016.

### **Local Hire:**

We are continuing to work with the Obama Administration and Members of Congress, including Congresswomen Karen Bass and Grace Napolitano, to advance our Board-approved policy of reforming federal Local Hire rules. We are grateful to our Board of Directors for prioritizing this matter.

This concludes my remarks before the committee. I would welcome the opportunity to answer any questions from you Mr. Chairman or from members of this committee.

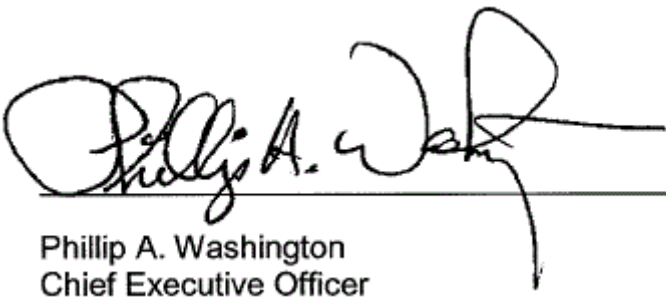
**State Remarks will be transmitted via ORAL REPORT by State Advocacy Team at Executive Management Committee (separate Agenda Item).**

**ATTACHMENTS**

Attachment A - February 2016 Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122  
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Phillip A. Washington  
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority  
Government Relations Legislative Matrix  
February 2016**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>AB 2</b> <b>Alejo D</b></p> <p>Community revitalization authority.</p>	<p>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.</p>	<p>Monitor</p>	<p>09/22/2015 Signed by GOVERNOR. 09/22/2015 Chaptered by Secretary of State. Chapter No. 319</p>
<p><b>AB 4</b> <b>Linder R</b></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 6 Wilk R</b></p> <p>Bonds: transportation: school facilities.</p>	<p>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, except 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. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	<p>Monitor</p>	<p>02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p><b>AB 8 Gatto D</b></p> <p>Emergency services: hit-and-run incidents.</p>	<p>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.</p>	<p>Monitor</p>	<p>09/28/2015 Signed by GOVERNOR. 09/28/2015 <b>Chaptered</b> by Secretary of State. Chapter No. 326</p>
<p><b>AB 23 Patterson R</b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current 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.</p>	<p>Monitor</p>	<p>02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 24</b> <b>Nazarian D</b></p> <p>Transportation network companies: public safety.</p>	<p>Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.</p>	<p>Monitor</p>	<p>02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p><b>AB 33</b> <b>Quirk D</b></p> <p>Electrical corporations: procurement plans.</p>	<p>The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.</p>	<p>Monitor</p>	<p>01/28/2016 Re-referred to SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and ENVIRONMENTAL QUALITY.</p>
<p><b>AB 156</b> <b>Perea D</b></p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources 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. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.</p>	<p>Monitor</p>	<p>8/28/2015-S. 2 YEAR 8/28/2015- In SENATE Committee on APPROPRIATIONS: Held in committee.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 194</b> <b>Frazier D</b></p> <p>High-occupancy toll lanes.</p>	<p>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 non-toll 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.</p>	<p>SUPPORT</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 687</p>



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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 210</b> <b>Gatto D</b></p> <p>High-occupancy vehicle lanes: County of Los Angeles.</p>	<p>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.</p>	<p>OPPOSE</p>	<p>09/28/2015 <b>Vetoed</b> by GOVERNOR.</p>
<p><b>AB 227</b> <b>Alejo D</b></p> <p>Transportation funding.</p>	<p>Current 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 current laws.</p>	<p>SUPPORT</p>	<p>02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>AB 318</b> <b>Chau D</b>  Lost money and goods: restoration to owner.	Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Sponsor	SENATE 2 YEAR 06/11/2015 In SENATE. Read second time and amended. Re- referred to Committee on JUDICIARY.
<b>AB 326</b> <b>Frazier D</b>  Public works: prevailing wage rates: wage and penalty assessments.	Current 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. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws.	Monitor	01/15/2016 In ASSEMBLY. Read third time. Passed ASSEMBLY. (70-0) ***** To SENATE.
<b>AB 338</b> <b>Hernández, Roger D</b>  County transportation commissions: Los Angeles County.	Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.	OPPOSE	7/17/2015-S. 2 YEAR PENDING CARRYOVER 06/16/2015 In SENATE Committee on TRANSPORTATI ON AND HOUSING: Not heard.

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<b>AB 457</b> <b>Melendez R</b> 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, non-substantive changes to these provisions.	Monitor	02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.
<b>AB 464</b> <b>Mullin D</b>  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	08/17/2015 <b>Vetoed</b> by GOVERNOR.
<b>AB 471</b> <b>Harper R</b>  Employment.	Current 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 non-substantive change to those provisions.	Monitor	02/01/2016 <b>Died</b> at Desk.
<b>AB 518</b> <b>Frazier D</b>  Department of Transportation .	Current 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 current laws.	Monitor	02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 584 Cooley D</b></p> <p>Public employee retirement systems.</p>	<p>Would rename the Joint Legislative Retirement Committee the Joint Pension Administration and Sustainability Committee and, in addition to specified described duties, would require the committee to make reports and recommendations to the Legislature and its respective houses on 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.</p>	<p>Monitor</p>	<p>02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p><b>AB 620 Hernández, Roger D</b></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>Would require Los Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.</p>	<p>Oppose</p>	<p>01/28/2016 In ASSEMBLY. Assembly Rule 69 suspended. 01/28/2016 In ASSEMBLY. Read third time. Passed (51-26) ASSEMBLY. ***** To SENATE.</p>
<p><b>AB 726 Nazarian D</b></p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>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.</p>	<p>SPONSOR</p>	<p>10/04/2015 <b>Chaptered</b> by Secretary of State. Chapter No. 479</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<b>AB 754 Ridley - Thomas D</b>  Taxation.	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	02/01/2016 <b>Died</b> at Desk.
<b>AB 755 Ridley- Thomas D</b>  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	02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.

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<p><b>AB 779</b> <b>Garcia, Cristina D</b></p> <p>Transportation : Congestion Management Program.</p>	<p>Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. Requires a deficiency plan to be prepared if it is determined a county or its cities are not conforming with the management plan.</p>	<p>Monitor</p>	<p>08/25/2015 In SENATE Committee on TRANSPORTATION AND HOUSING: Not heard.</p>
<p><b>AB 857</b> <b>Perea D</b></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent 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.</p>	<p>Monitor</p>	<p>8/28/2015-S. 2 YEAR PENDING CARRYOVER 08/27/2015 In SENATE Committee on APPROPRIATIONS: Held in committee</p>
<p><b>AB 869</b> <b>Cooper D</b></p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>Current 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 conduct violation may be subject to those criminal penalties.</p>	<p>Monitor</p>	<p>9/11/2015-S. 2 YEAR PENDING CARRYOVER 07/02/2015 In SENATE. From third reading. To Inactive File.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<b>AB 877</b> <b>Chu D</b>  Transportation	Would expand the California Transportation 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	02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.
<b>AB 914</b> <b>Brown D</b>  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	10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 702



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<p><b>AB 952</b> <b>Garcia, Cristina D</b></p> <p>Local government: vacancies.</p>	<p>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.</p>	<p>Monitor</p>	<p>08/12/2015 Signed by GOVERNOR. 08/12/2015 Chaptered by Secretary of State. Chapter No. 185</p>
<p><b>AB 1068</b> <b>Allen, Travis R</b></p> <p>California Environmental Quality Act: priority projects</p>	<p>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.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>
<p><b>AB 1087</b> <b>Grove R</b></p> <p>Greenhouse Gas Reduction Fund: high-speed rail.</p>	<p>Would provide that the continuous appropriations from the Greenhouse Gas Reduction 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.</p>	<p>Monitor</p>	<p>02/01/2016 Died pursuant to Art. IV, Sec. 10(c) of the Constitution.</p>



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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<b>AB 1098 Bloom D</b>  Transportation : congestion management.	Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	Monitor	02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.
<b>AB 1138 Patterson R</b>  High-speed rail: eminent domain	Would prohibit the High-Speed Rail 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.	Monitor	02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.
<b>AB 1171 Linder R</b>  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	10/01/2015 <b>Chaptered</b> by Secretary of State. Chapter No. 413

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<b>AB 1250 Bloom D</b>  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	10/04/2015 <b>Chaptered</b> by Secretary of State. Chapter No. 484
<b>AB 1265 Perea D</b>  Transportation projects: comprehensive development lease agreements.	Current 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. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	SUPPORT	02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.
<b>AB 1340 Chau D</b>  Vehicles: buses.	Current law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Current law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles. This bill would prohibit the above-described device from extending more than 40 inches from the front of the bus.	Monitor	02/01/2016 <b>Died</b> pursuant to Art. IV, Sec. 10(c) of the Constitution.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 1347</b> <b>Chiu D</b></p> <p>Public contracts: claims.</p>	<p>(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.</p>	<p>Monitor</p>	<p>10/11/2015 <b>Vetoed</b> by GOVERNOR.</p>
<p><b>AB 1550</b> <b>Gomez D</b></p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p>	<p>Current 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 require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.</p>	<p>Monitor</p>	<p>02/01/2016 To ASSEMBLY Committee on NATURAL RESOURCES.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 1552</b> <b>Allen, Travis R</b></p> <p>Public contracts: state and local agencies: businesses engaged in boycott.</p>	<p>Would, with certain exceptions, prohibit a public entity from entering into a contract to acquire or dispose of goods, services, information technology, or construction unless the contract includes a representation that the contractor is not currently engaged in, and an agreement that the contractor will not during the duration of the contract engage in, the boycott, as defined, of a person or an entity based in or doing business with a jurisdiction with which the state can enjoy open trade, defined as a state that is a member of the World Trade Organization.</p>	<p>Monitor</p>	<p>01/04/2016 INTRODUCED</p>
<p><b>AB 1555</b> <b>Gomez D</b></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.</p>	<p>Monitor</p>	<p>01/04/2016 INTRODUCED</p>
<p><b>AB 1569</b> <b>Steinorth R</b></p> <p>California Environmental Quality Act: exemption: existing transportation infrastructure.</p>	<p>Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>		<p>02/01/2016 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATI ON.</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>AB 1572 Campos D</b>  School transportation.	Would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner.	Monitor	02/01/2016 To ASSEMBLY Committee on EDUCATION.
<b>AB 1591 Frazier D</b>  Transportation funding.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Monitor	02/01/2016 To ASSEMBLY Committees on TRANSPORTATION and REVENUE AND TAXATION.
<b>AB 1595 Campos D</b>  Employment: human trafficking training: mass transportation employers.	Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.	Monitor	02/01/2016 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.
<b>AB 1640 Stone, Mark D</b>  Retirement: public employees.	PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.	Monitor	02/04/2016 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>AB 1641</b> <b>Allen, Travis R</b></p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</p>	<p>Monitor</p>	<p>02/04/2016 To ASSEMBLY Committee on TRANSPORTATION.</p>
<p><b>AB 1707</b> <b>Linder R</b></p> <p>Public records: response to request.</p>	<p>The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. This bill instead would require that response to be in writing regardless of whether the request was in writing. The bill would require that written response additionally to include a list that contains the title or other identification of each record requested but withheld due to an exemption and the specific exemption that applies to that record.</p>	<p>Monitor</p>	<p>01/25/2016 INTRODUCED.</p>
<p><b>AB 1717</b> <b>Hadley R</b></p> <p>California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007.</p>	<p>Current law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program. Current law defines specified terms for purposes of the act. This bill would make nonsubstantive changes to those definitions.</p>	<p>Monitor</p>	<p>01/27/2016 INTRODUCED.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<b>AB 1746</b> <b>Stone, Mark D</b>  Transit buses.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements.	Monitor	02/02/2016 INTRODUCED.
<b>ACA 4</b> <b>Frazier D</b>  Local government transportation projects: special taxes: voter approval.	Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district 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.	Monitor	08/27/2015 In ASSEMBLY Committee on APPROPRIATIONS: Not heard. PENDING - CARRYOVER
<b>ABX1 1</b> <b>Alejo D</b>  Transportation funding.	Current 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 current laws.	Monitor	6/23/2015-A. PRINT 6/24/2015- From printer.



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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>ABX1 2 Perea D</b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current 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. Current 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 include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>	<p>Monitor</p>	<p>6/25/2015-A. PRINT 6/26/2015- From printer.</p>
<p><b>ABX1 3 Frazier D</b></p> <p>Transportation funding.</p>	<p>Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	<p>Monitor</p>	<p>9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015- Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.</p>
<p><b>ABX1 4 Frazier D</b></p> <p>Transportation funding.</p>	<p>Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	<p>Monitor</p>	<p>9/3/2015-S. RLS. 9/3/2015- Referred to Com. on RLS.</p>



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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>ABX1 5 Hernández, Roger D</b>  Income taxes: credits: low- income housing: farmworker housing assistance.	Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.	Monitor	7/16/2015-A. PRINT 7/17/2015- From printer.
<b>ABX1 6 Hernández, Roger D</b>  Affordable Housing and Sustainable Communities Program.	Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Monitor	7/16/2015-A. PRINT 7/17/2015- From printer.
<b>ABX1 7 Nazarian D</b>  Public transit: funding.	Current 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 instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Monitor	7/16/2015-A. PRINT 7/17/2015- From printer.

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>ABX1 8 Chiu D</b>  Diesel sales and use tax.	Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Monitor	7/16/2015-A. PRINT 7/17/2015- From printer.
<b>ABX1 10 Levine D</b>  Public works: contracts: extra compensation.	Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Monitor	8/19/2015-A. PRINT 8/20/2015- From printer.
<b>ABX1 12 Nazarian D</b>  Los Angeles County Metropolitan Transportation Authority.	Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. This bill contains other related provisions.	Sponsor	8/26/2015-A. PRINT 8/27/2015- From printer.
<b>ABX1 13 Grove R</b>  Greenhouse Gas Reduction Fund: streets and highways.	Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.	Monitor	8/31/2015-A. PRINT 9/1/2015-From printer.

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>ABX1 14 Waldron R</b></p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p><b>ABX1 15 Patterson R</b></p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>ABX1 16 Patterson R</b></p> <p>State highways: transfer to local agencies: pilot program.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>ABX1 17 Achadjian R</b></p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p><b>ABX1 18 Linder R</b></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p><b>ABX1 19 Linder R</b></p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>ABX1 20 Gaines, Beth R</b></p> <p>State government: elimination of vacant positions: transportation: appropriation.</p>	<p>Existing law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>
<p><b>ABX1 22 Patterson R</b></p> <p>Design-build: highways.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law requires the department to perform construction inspection services for those projects that are on or interfacing with the state highway system, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the department to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system. By authorizing the design-build method of procurement to be utilized in an unlimited number of projects, the bill would expand the number of projects in which the statement of qualifications requirement, subject to penalty of perjury, is applicable, thereby expanding the scope of an existing crime and imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/1/2015-A. PRINT 9/2/2015-From printer.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<b>ABX1 23</b> <b>Garcia,</b> <b>Eduardo D</b>  Transportation .	Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	Monitor	9/4/2015-A. PRINT 9/5/2015-From printer.
<b>ABX1 24</b> <b>Levine D</b>  Bay Area Transportation Commission: election of commissioners .	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified. This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.	Monitor	9/11/2015-A. PRINT 9/12/2015- From printer.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>ABX1 25 Allen, Travis R</b></p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.</p>	<p>Monitor</p>	<p>1/11/2016- A. PRINT 1/12/2016- From printer.</p>
<p><b>SB 1 Gaines R</b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current 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.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>



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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>SB 5 Vidak R</b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>Under the California Global Warming Solutions Act of 2006, current State Air Resources 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.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>
<p><b>SB 8 Hertzberg D</b></p> <p>Taxation.</p>	<p>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 state's business climate , would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>SB 9 Beall D</b></p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>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. <b>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.</b></p>	<p>WORK WITH AUTHOR</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 710</p>
<p><b>SB 16 Beall D</b></p> <p>Department of Transportation</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds. <b>Last amended on 6/1/2015</b></p>	<p>SUPPORT</p>	<p>02/01/2016 In SENATE. Died on file pursuant to Joint Rule 56.</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>SB 29 Beall D</b>  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. <b>This bill would make technical, nonsubstantive changes to that provision.</b>	Monitor	10/03/2015 Chaptered by Secretary of State. Chapter No. 469
<b>SB 32 Pavley D</b>  California Global Warming Solutions Act of 2006: emissions limit	Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.	Monitor	9/10/2015-A. NAT. RES. 9/10/2015- From committee with author's amendments. Read second time and amended. Re- referred to Com. on NAT. RES.
<b>SB 39 Pavley D</b>  Vehicles: high- occupancy vehicle lanes.	Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. 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 current laws.	Monitor	05/22/2015 To ASSEMBLY Committee on TRANSPORTATI ON.
<b>SB 59 Knight R</b>  Vehicles: high- occupancy vehicle lanes.	Current 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	02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>SB 64</b> <b>Liu D</b></p> <p>California Transportation Plan.</p>	<p>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.</p>	<p>Monitor</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 711.</p>
<p><b>SB 122</b> <b>Jackson D</b></p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>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.</p>	<p>Monitor</p>	<p>8/28/2015-A. 2 YEAR 8/28/2015- Failed Deadline pursuant to Rule 61(a)(11). PENDING – CARRYOVER SUSPENSE FILE on 7/15/2015)</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<b>SB 158 Huff R</b>  Transportation projects: comprehensive development lease agreements.	Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Monitor	02/01/2016 In SENATE. Returned to Secretary of State pursuant to Joint Rule 56.
<b>SB 194 Cannella R</b>  Vehicles: high-occupancy vehicle lanes.	Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.	Monitor	02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
<b>SB 207 Wieckowski D</b>  California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.	Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.	Monitor	05/14/2015 To ASSEMBLY Committee on NATURAL RESOURCES.

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>SB 254 Leyva D</b></p> <p>Transit districts: ordinances.</p>	<p>Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.</p>	<p>Monitor</p>	<p>06/15/2015 To ASSEMBLY Committee on TRANSPORTATION. PENDING CARRYOVER</p>
<p><b>SB 321 Beall D</b></p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on 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 amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.</p>	<p>Monitor</p>	<p>9/11/2015-S. INACTIVE FILE 9/11/2015- Ordered to inactive file on request of Senator Beall.</p>
<p><b>SB 348 Galgiani D</b></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>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.</p>	<p>Monitor</p>	<p>08/07/2015 Signed by GOVERNOR. 08/07/2015 Chaptered by Secretary of State. Chapter No. 143</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>SB 350</b> <b>De León D</b></p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>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.</p>	<p>Monitor</p>	<p>10/07/2015 Signed by GOVERNOR. 10/07/2015 Chaptered by Secretary of State. Chapter No. 547</p>



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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>SB 391 Huff R</b>  Assault and battery: transit employees.	Would 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.	Sponsor	02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
<b>SB 413 Wieckowski D</b>  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	10/10/2015 Chaptered by Secretary of State. Chapter No. 765
<b>SB 461 Hernandez D</b>  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	10/07/2015 Signed by GOVERNOR. 10/07/2015 Chaptered by Secretary of State. Chapter No. 575



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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>SB 491</b> <b>Beall D</b>  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	10/02/2015 Signed by GOVERNOR. 10/02/2015 Chaptered by Secretary of State. Chapter No. 451

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>SB 508</b> <b>Beall D</b></p> <p>Transit operations: financial requirements.</p>	<p>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.</p>	<p>Monitor</p>	<p>10/09/2015 Signed by GOVERNOR. 10/09/2015 Chaptered by Secretary of State. Chapter No. 716</p>

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BILL/AUTHOR	DESCRIPTION	POSITION	STATUS
<p><b>SB 516</b> <b>Fuller R</b></p> <p>Transportation : motorist aid services.</p>	<p>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.</p>	<p>Monitor</p>	<p>10/04/2015 Chaptered by Secretary of State. Chapter No. 491</p>
<p><b>SB 529</b> <b>Pan D</b></p> <p>Public transit.</p>	<p>Current law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.</p>	<p>Monitor</p>	<p>02/01/2016 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.</p>

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<p><b>SB 599</b> <b>Mendoza D</b></p> <p>Employment: public transit service contracts.</p>	<p>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.</p>	<p>Monitor</p>	<p>10/10/2015 Vetoed by GOVERNOR.</p>
<p><b>SB 767</b> <b>De León D</b></p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>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.</p>	<p>SUPPORT</p>	<p>10/07/2015 Signed by GOVERNOR. 10/07/2015 Chaptered by Secretary of State. Chapter No. 580</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>SB 824 Beall D</b>  Low Carbon Transit Operations Program.	Would authorize a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws.	Monitor	01/28/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.
<b>SB 876 Liu D</b>  Homelessness.	Prohibits cities, counties, cities and counties, and municipal agencies that receive state funds from enacting or enforcing a law banning resting in a public space. Affords persons experiencing homelessness the right to use public spaces without discrimination based on their housing status and describes basic human and civil rights free from criminal or civil sanctions. Provides civil remedies for aggrieved persons. Requires notification of how such entities are reducing the criminalization of homelessness.	Monitor	01/28/2016 To SENATE Committees on TRANSPORTATION AND HOUSING and JUDICIARY.
<b>SB 882 Hertzberg D</b>  Crimes: public transportation: minors.	Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.	Monitor	01/28/2016 To SENATE Committees on PUBLIC SAFETY and APPROPRIATIONS.
<b>SB 901 Bates R</b>  Transportation projects: Advanced Mitigation Program.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	Monitor	02/04/2016 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

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<p><b>SB 903 Nguyen R</b></p> <p>Transportation funds: loan repayment.</p>	<p>Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>02/04/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.</p>
<p><b>SCA 5 Hancock D</b></p> <p>Local government: special taxes: voter approval.</p>	<p>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.</p>	<p>Monitor</p>	<p>07/16/2015 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.</p>
<p><b>SBX1 1 Beall D</b></p> <p>Transportation funding.</p>	<p>Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>SBX1 2 Huff R</b>  Greenhouse Gas Reduction Fund.	Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Monitor	6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.
<b>SBX1 3 Vidak R</b>  Transportation bonds: highway, street, and road projects.	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, except 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 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.	Monitor	9/14/2015-S. <b>DIED</b> 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).
<b>SBX1 4 Beall D</b>  Transportation funding.	Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Monitor	9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.



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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>SBX1 5 Beall D</b>  Transportation funding.	Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Monitor	9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.
<b>SBX1 6 Runner R</b>  Greenhouse Gas Reduction Fund: transportation expenditures.	Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Monitor	9/14/2015-S. <b>DIED</b> 9/14/2015- Returned to Secretary of Senate pursuant to Joint Rule 62(a).
<b>SBX1 7 Allen D</b>  Diesel sales and use tax.	Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Monitor	9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re- referred to Com. on APPR.
<b>SBX1 8 Hill D</b>  Public transit: funding.	Current 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 instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Monitor	9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re- refer to Com. on APPR. (Ayes 8. Noes 0.) (September 1). Re-referred to Com. on APPR.

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Status" will provide most recent action on the legislation and current position in the legislative process. 2/5/2016



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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<b>SBX1 9 Moorlach R</b>  Department of Transportation	Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Monitor	9/14/2015-S. <b>DIED</b> 9/14/2015- Returned to Secretary of Senate pursuant to Joint Rule 62(a).
<b>SBX1 10 Bates R</b>  Regional transportation capital improvement funds.	Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Monitor	7/16/2015-S. T. & I.D. 9/9/2015- September 8 hearing: Testimony taken. Hearing postponed by committee.
<b>SBX1 11 Berryhill R</b>  California Environmental Quality Act: exemption: roadway improvement.	CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.	Monitor	9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re- referred to Com. on T. & I.D.

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>SBX1 12 Runner R</b></p> <p>California Transportation Commission.</p>	<p>Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>
<p><b>SBX1 13 Vidak R</b></p> <p>Office of the Transportation Inspector General.</p>	<p>Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.</p>	<p>Monitor</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>
<p><b>SBX1 14 Cannella R</b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>Current 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. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.</p>	<p>Monitor</p>	<p>7/16/2015-S. T. &amp; I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>POSITION</b>	<b>STATUS</b>
<p><b>SCAX1 1</b> <b>Huff R</b></p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.</p>
<p><b>SCRX1 1</b> <b>De León D</b></p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>	<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>
<p><b>SRX1 1</b> <b>De León D</b></p> <p>Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>	<p>6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)</p>

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**FEDERAL**

<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
<b>H.R. 3620 Bass D</b>	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
<b>H.R. 680 Blumenauer D</b>	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.  <i>Board previously supported HR 3636 bill last session.</i>	<b>May 2015 – SUPPORT</b>  Referred to the House Committees on Ways and Means and House Transportation and Infrastructure
<b>H.R. 935 Hahn D-CA</b>	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.  <i>Board previously supported HR 5101 bill last session.</i>	<b>May 2015 – SUPPORT WORK WITH AUTHOR</b>  Subcommittee on Rail, House Transportation and Infrastructure Committee  House Ways and Means Committee

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BILL/AUTHOR	DESCRIPTION	STATUS
<b>H.R. 990 King R-NY</b>	Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, to the level of \$235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of \$35 per month.	<b>May 2015 – SUPPORT</b>  House Ways and Means Committee
<b>H.R. 1308 Lowenthal D-CA</b>	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.  <i>Board previously supported HR 5624 bill last session.</i>	<b>May 2015 – SUPPORT WORK WITH AUTHOR</b>  Subcommittee on Water, House Transportation and Infrastructure Committee  House Ways and Means Committee
<b>H.R. 1461 Massie R-KY</b>	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	<b>May 2015 – OPPOSE</b>  House Transportation and Infrastructure Committee  House Ways and Means Committee
<b>H.R. 1551 Sanford R-SC</b>	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	<b>May 2015 – OPPOSE</b>  House Ways and Means Committee
<b>H.R. 2485 Torres D-CA</b>	The Regional Infrastructure Accelerator Act of 2015 would, if enacted into federal law, create a two-tiered grant program aimed at increasing private investment in public infrastructure projects. The legislation seeks to establish and fund regional infrastructure accelerator organizations to provide regional analysis of potential Public-Private Partnership (P3) Infrastructure projects. The regional accelerators would then have the ability to provide technical expertise and funding to states, cities and public entities for pre-development activities on a potential P3 project. This legislation authorizes, subject to appropriations, funding in the amount of \$25 million for the two-tiered grant program outlined in the Regional Infrastructure Accelerator Act of 2015.	<b>June 2015 – SUPPORT</b>  <b>5/21/15</b> Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee

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BILL/AUTHOR	DESCRIPTION	STATUS
<b>H.R. 2495 Waters D-CA</b>	The <b>TIGER Grants for Job Creation Act</b> would, if enacted into federal law, provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program.	<b>June 2015 – SUPPORT</b>  <b>5/21/15</b> House Appropriation and Budget Committees
<b>H.R. 2410 DeFazio D-OR</b>	<b>The GROW America Act</b> would, if enacted into federal law, authorize a six-year \$478 billion surface transportation bill. H.R. 2410 represents President Obama’s surface transportation bill that his Administration has transmitted to Congress through his Fiscal Year 2016 Budget. The authorized funding level of \$478 billion in the bill is the same funding figure that the U.S. Department of Transportation has determined is needed to assist in funding our nation’s state-of-good-repair backlog maintenance as well as continue to invest in new transportation projects required to properly address America’s future population growth.  Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).	<b>June 2015 - SUPPORT</b>
<b>S. 650 Blunt R-MO</b>	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.	<b>MAY 2015 – OPPOSE</b>  Senate Commerce, Science and Transportation Committee
<b>S. 797 Booker D-NJ</b>	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	<b>May 2015 – SUPPORT WORK WITH AUTHOR</b> Senate Commerce, Science and Transportation Committee
<b>S. 880 (Schatz-D-HI)</b>	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	<b>May 2015- SUPPORT</b> Senate Environment and Public Works Committee
<b>S. 1006 (Feinstein-D-CA)</b>	<b>Extend the national deadline to implement Positive Train Control by one year</b>	<b>MAY 2015 – SUPPORT</b> Senate Commerce, Science and Transportation Committee

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<b>BILL/AUTHOR</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
<b>Omnibus Appropriations Bill For Fiscal Year 2016</b>	<b>An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.</b>	<b>Signed into law by President Obama, December 18, 2015</b>
<b>HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)</b>	<b>Fixing America's Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).</b>	<b>Signed into law by President Obama, December 4, 2015</b>