Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2016-0180, **File Type:** Informational Report **Agenda Number:** 35

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2016

SUBJECT: STATE AND FEDERAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

DISCUSSION

Executive Management 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 March 1, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting on March 17, 2016.

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 working closely with members of our Board, the Los Angeles County Congressional Delegation and our federal advocacy team to ensure that our Board-approved priorities are reflected in the final spending bills adopted by Congress later this year. Specifically, we are working to ensure that the President's recommendation (embedded in his Fiscal Year 2017 Budget) that our agency received $375 million for our New Starts projects is included in the transportation spending bill considered by both the House and Senate 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 a number of existing and new federal grant programs.

Earlier this week, the U.S. Department of Transportation (USDOT) announced a Notice of Funding Availability (NOFA) for the Fiscal Year 2016 TIGER Grant program. As authorized by the Consolidated Appropriations Act of 2016, signed by the President on December 18, 2015, $500 million is available for various transportation projects through the TIGER Grant program. The

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minimum project cost is set at $5 million for urban areas and applications are due by April 29, 2016.

Previously, our agency has received the following funds through the TIGER Grant program: $546 million TIFIA loan (underwritten by a $20 million TIGER grant) for the Crenshaw/LAX Transit Project; $10.3 million for the Willowbrook/Rosa Parks Station; $11.8 million for the Eastside Access Improvement Project and most recently - last year - we received $15 million for the Rail to Rail Active Transportation Corridor Connector Project.

Additionally, as the USDOT works to implement the recently passed FAST Act, USDOT officials are expected to release Notices of Funding Availability (NOFA) for several other grant opportunities by the end of February. The expedited timeline for awarding Fiscal Year 2016 grants will result in a shorter than usual timeline for applicants to submit applications. Expected grant announcements in the next week include funding opportunities for the Nationally Significant Freight and Highway Projects grant - $800 million, Bus and Bus Facilities - $213 million, the No & Lo Emissions Bus and Bus Facilities grant - $55 million, Pilot Program for Transit Oriented Development Planning - $10 million, and Technical Assistance and Workforce Development - $4 million. Metro will be actively pursuing these grant opportunities for projects that best meet the grant criteria as outlined by the USDOT. We will continue to keep all Board members fully apprised of our aggressive effort to secure a maximum amount of federal grant funding made available through the FAST Act.

West Los Angeles Veterans Administration - Federal Legislation:

Earlier this week, the House Committee on Veterans' Affairs adopted H.R. 3484, the Los Angeles Homeless Veterans Leasing Act of 2016. The bill, offered as amendment in the nature of a substitute by committee Chairman Jeff Miller (R-FL), includes language that would permit "any local or regional public transportation authority to access, construct, use, operate, maintain, repair or reconstruct public mass transit facilities, including fixed guideway facilities" at the Department of Veterans Affairs West Los Angeles Campus. The Los Angeles Homeless Veterans Leasing Act of 2016 was authored by Congressman Ted Lieu (D-CA). Congressman Lieu's staff have been working closely with Metro on the section of the bill dealing with public transportation. U.S. Senator Dianne Feinstein has authored companion legislation that is pending in the U.S. Senate and is expected to be considered later this year.

Local Hire:

The U.S. Department of Transportation's Local Hiring Pilot Program was issued one year ago on March 2, 2015. Currently, our agency is urging the U.S. Department of Transportation to make permanent or extend the Local Hire Pilot Program. The Local Hire Pilot Program allows cities and counties, especially those that have voted to tax themselves to support local transportation infrastructure, to make sure that the jobs created by those projects employ people in their communities. Metro has been approved to participate in the Pilot Program for three current solicitations that are proceeding through the evaluation process. Our agency is closely coordinating our work on this matter with Congresswoman Karen Bass (D-CA) - who has been and remains a remarkably effective advocate for reforming federal local hire rules.

Conclusion:

That concludes my remarks on federal affairs Chairman Ridley-Thomas. I would welcome the

opportunity to address any questions from you or members of the Executive Management Committee. Thank you.

Executive Management Committee
Remarks Prepared by Michael Turner
Deputy Executive Officer, Government Relations, State Affairs

State Board of Equalization Reduces Excise Tax on Gas:

The State Board of Equalization voted, as required by law, to lower by 2.2 cents the excise tax rate on gasoline. The vote (3 in favor to 2 opposed) will move the current excise tax on gas from 30 cents to 27.8 cents - effective July 1, 2016 through June 30, 2017. The action of the State Board of Equalization exacerbates funding shortfalls already being faced by the State of California in maintaining its investments in the statewide highway system and mass-transit networks.

The State of California's gas tax is imposed in two ways. The first is a flat gas tax that does not change. The second is based on the price of gas and has to be changed periodically by the State Board of Equalization. Since the price of gas has been falling, the State Board of Equalization adjusted the price based tax downward. Should the price of gas rise, the State Board of Equalization would have to increase the price based portion at the next adjustment period. Metro staff is currently assessing the impact of this vote on the ability of the State of California to honor its current and future commitments to projects and programs in Los Angeles County.

Government Relations Hosts Senators Jim Beall and Ben Allen:

Metro's Government Relations department hosted California State Senator Jim Beall, Chairman of the Senate Transportation and Housing Committee and Senator Ben Allen, a member of our LA County delegation, member of the Senate Transportation and Housing Committee and a strong supporter of Metro's projects, for a briefing and a tour. The Senators were briefed on key projects in Senator Allen's district and Metro's current and future local, State and Federal Funding.

Assembly Member Roger Hernandez Transportation Forum:

Staff worked with Assembly Member Roger Hernandez to conduct a transportation forum in his district on February 20. The forum was attended by a number of community members who addressed transportation issues and challenges they face in the San Gabriel Valley. After the event, the Metro ExpressLanes team staffed MEL, Metro's mobile van and signed up new FasTrak customers and provided information to customers and the Assembly Member's staff on the Low Income Assistance Plan.

Goods Movement Roundtable:

Staff participated in a roundtable meeting on freight hosted by Assembly Member Patrick O'Donnell. The meeting was attended by a number of legislators. During the roundtable, a number of stakeholders from the goods movement industry provided comments on the issues in the Southern California region.

Continued CARB briefings:

Metro staff is working with the California Transit Association on continued efforts to communicate concerns about the proposed Zero Emission Bus (ZEB) rule. Most recently staff shared a report on the performance of ZEB's at Metro as compared to other technologies that could reduce greenhouse gas emissions at a faster rate and lower cost than ZEB's.

Legislature Approves Transportation Loan Repayment:

The State Senate and Assembly approved the Managed Care Organization (MCO) tax reform package. As part of that package, the Legislature approved AB 133, a budget committee bill that among other provisions, appropriates $173 million from the State General Fund Reserve (Proposition 2) for transfer and repayment to various transportation accounts that were diverted away to assist the General Fund in prior budget years. AB 133 also includes some fund transfers that are not transportation-related.

Metro's State Advocacy team has been working to ensure that our projects are eligible under the proposed repayment of past transportation loans. We have been working with California Secretary of Transportation, Brian Kelly on this specific provision. Of the amount allocated to the Traffic Congestion Relief Program projects, improvements to State Route 71 and the San Fernando Valley North/South project are eligible for funding. The process now shifts to the California Transportation Commission and we will continue to work with the Secretary and the Commission to secure funds eligible for our projects.

Bill Introductions:

Friday February 19, 2016 was the deadline to introduce legislation on the State level. We are currently reviewing bills for potential impacts to Metro's funding and programs.

This year, there were 1,326 Assembly Bill introductions, and last year, there were 1,550 introductions. This year, there were 667 Senate Bill introductions, and last year, there were 805 introductions.

Total number of regular session introductions this year: 1,993

Total number from last year: 2,355

Total for the 2-year session so far: 4,348

Conclusion:

That concludes my remarks on state affairs Chairman Ridley-Thomas and Committee members. I would welcome the opportunity to address any questions from you or members of the Executive Management Committee. Thank you.

ATTACHMENTS

Attachment A - March 2016 Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
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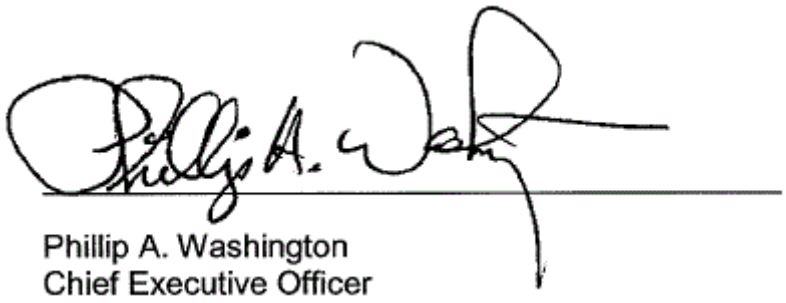

Phillip A. Washington
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority
Government Relations Legislative Matrix
March 2016

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D Electrical corporations: procurement plans.	1/28/2016-S. E. U., & C. 1/28/2016-Re-referred to Coms. on E., U., & C. and E.Q.	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.	Monitor
AB 133 Committee on Budget Budget Act of 2015.	3/1/2016-A. CHAPTERED 3/1/2016-Chaptered by Secretary of State - Chapter No. 2, Statutes of 2016	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	1/28/2016-S. L. & I.R. 1/28/2016-Referred to Com. on L. & I.R.	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 within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws.	Monitor

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. 3/11/2016

Bill ID/Topic	Location	Summary	Position
AB 620 Hernández, Roger D High-occupancy toll lanes: exemptions from tolls.	2/18/2016-S. T. & H. 2/18/2016-Referred to Com. on T. & H.	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.	Neutral
AB 1364 Linder R California Transportation Commission.	2/4/2016-S. T. & H. 2/4/2016-Referred to Coms. on T. & H. and G.O.	Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill 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.	Monitor
AB 1550 Gomez D Greenhouse gases: investment plan: disadvantaged communities.	2/1/2016-A. NAT. RES. 3/8/2016-In committee: Hearing postponed by committee.	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.	Monitor
AB 1552 Allen, Travis R Public contracts: state and local agencies: businesses engaged in boycott.	1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.	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.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1555 Gomez D Greenhouse Gas Reduction Fund.	1/4/2016-A. PRINT 1/5/2016-From printer. May be heard in committee February 4.	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.	Monitor
AB 1566 Wilk, Scott R Reports to Legislature	Assembly Accountability and Administrative Review Committee	Requires a written report submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement declaring that the factual contents of the report are true, accurate, and complete to the best of his or her knowledge. Makes any person who declares as true any material matter pursuant to these provisions that he or she knows to be false, liable for a monetary civil penalty not to exceed a specified amount.	Monitor
AB 1569 Steinorth R California Environmental Quality Act: exemption: existing transportation infrastructure.	2/1/2016-A. NAT. RES. 3/7/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	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.	Monitor
AB 1572 Campos D School transportation.	2/1/2016-A. ED. 2/1/2016-Referred to Com. on ED.	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
AB 1591 Frazier D Transportation funding.	2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	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.	Support 2/25/2016

Bill ID/Topic	Location	Summary	Position
AB 1592 Bonilla, Susan D Autonomous Vehicles: Pilot Project	Assembly Transportation Committee	Authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at specified speeds.	Monitor
AB 1595 Campos D Employment: human trafficking training: mass transportation employers.	2/1/2016-A. L. & E. 2/1/2016-Referred to Com. on L. & E.	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
AB 1661 McCarty, Kevin D Local Government Sexual Harassment Training	Assembly Local Government Committee	Requires local agency officials to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and allows a local agency to require employees to receive sexual harassment training or information.	Monitor
AB 1663 Chiu, David D Firearms: Assault Weapons	Assembly Appropriations Committee	Classifies a semiautomatic centerfire rifle that does not have a fixed magazine with the capacity to accept no more than 10 rounds as an assault weapon. Requires a person who lawfully possessed an assault weapon that does not have a fixed magazine, including those weapons with an ammunition feeding device that can be removed readily from the firearm with the use of a tool, and who, on or after a specified date, possesses that firearm, to register the firearm by a specified date.	Monitor
AB 1640 Stone, Mark D Retirement: public employees.	2/4/2016-A. P.E.,R. & S.S. 2/4/2016-Referred to Com. on P.E., R., & S.S.	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

Bill ID/Topic	Location	Summary	Position
AB 1641 Allen, Travis R Shuttle services: loading and unloading of passengers.	2/4/2016-A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	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.	Monitor
AB 1657 O'Donnell D Air pollution: public ports and intermodal terminals.	2/4/2016-A. NAT. RES. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero-emission and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.	Monitor
AB 1669 Hernández, Roger D Displaced employees: service contracts: collection and transportation of solid waste.	3/9/2016-A. L. & E. 3/9/2016-Re-referred to Com. on L. & E.	Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor must offer employment to those employees, except for reasonable and substantiated cause. This bill would make these provisions applicable to contracts for the collection and transportation of solid waste.	Monitor
AB 1681 Cooper, Jim D Smartphones	Assembly Privacy and Consumer Protection Committee	Requires a smartphone that is manufactured on or after a specified date, and sold in the State, to be capable of being decrypted and unlocked by its manufacturer or its operating system provider. Subjects those entities that knowingly failed to comply with that requirement to a civil penalty for each smartphone sold or leased. Prohibits those entities who have paid the civil penalty from passing any portion of the penalty on to purchasers of smartphones.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1683 Eggman, Susan D Alternative Energy Financing	Scheduled for Hearing: 4/4/2016 - Asm. Revenue and Taxation Committee	Prohibits the sales and use tax exclusions for advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption from exceeding a specified total for each calendar year. Provides that, if less than a specified total amount of funding is granted in a calendar year, the unallocated amount may roll over to the following calendar year.	Monitor
AB 1685 Gomez D Motor Vehicle Emissions Standards		Declares the intent of the Legislature to enact legislation that would update civil penalties to ensure state law provides appropriate penalties, accounting for the intent of the violator, for introducing into commerce in the state vehicles that do not meet emission standards adopted by the State Air Resources Board.	Monitor
AB 1707 Linder R Public records: response to request.	2/25/2016-A. JUD. 3/8/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	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.	Monitor
AB 1710 Calderon, Ian D Vehicular Air Pollution - Advanced Technology Vehicles	Assembly Transportation Committee	Requires the State Air Resources Board to develop and implement a comprehensive program to promote advanced-technology light-duty vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature.	Monitor
AB 1717 Hadley R California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007.	1/27/2016-A. PRINT 1/28/2016-From printer. May be heard in committee February 27.	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.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1725 Wagner, Donald R Vehicles: Automated Traffic Enforcement Systems	Assembly Transportation Committee Hearing 3/14/2016 at 3 pm	Amends existing law that states any required stop be made at a sign, crosswalk, or limit line indicating where the stop is to be made, but, in the absence of that sign or marking, existing law requires the stop be made at the official traffic control signal. States that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. Makes technical, nonsubstantive changes to that provision.	Monitor
AB 1732 Ting, Phillip D Single User Restrooms	Assembly Business and Professions Committee	Requires any business or place of public accommodation to identify a toilet facility that has only one water closet as an all gender toilet facility. Authorizes health officers or inspectors to inspect for compliance with these provisions during any inspection.	Monitor
AB 1746 Stone, Mark D Transit buses.	3/10/2016-A. TRANS. 3/10/2016-Re-referred to Com. on TRANS.	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
AB 1768 Gallagher R Bonds: transportation.	2/29/2016-A. TRANS. 2/29/2016-Re-referred to Com. on TRANS.	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.	Monitor
AB 1813 Frazier D High-Speed Rail Authority: membership.	2/25/2016-A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1815 Alejo D California Global Warming Solutions Act of 2006: disadvantaged communities.	3/8/2016-A. NAT. RES. 3/8/2016-Re-referred to Com. on NAT. RES. In committee: Hearing postponed by committee.	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. Would require the agency to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Monitor
AB 1818 Melendez R Transportation funds.	2/8/2016-A. PRINT 2/9/2016-From printer. May be heard in committee March 10.	Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a nonsubstantive change to this provision.	Monitor
AB 1833 Linder R Transportation projects: environmental mitigation.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. This bill contains other related provisions and other existing laws.	Monitor
AB 1840 Gipson D California Transportation Financing Authority.	2/9/2016-A. PRINT 2/10/2016-From printer. May be heard in committee March 11.	The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Current law provides that bonds issued under these provisions are free from taxation. This bill would make a nonsubstantive change to this provision.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1866 Wilk R High-speed rail bond proceeds: redirection: water projects.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and W., P., & W.	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.	Monitor
AB 1886 McCarty D California Environmental Quality Act: transit priority projects.	2/25/2016-A. NAT. RES. 2/25/2016-Referred to Com. on NAT. RES.	CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.	Monitor
AB 1908 Harper R High-occupancy vehicle lanes.	2/25/2016-A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.	Would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements.	
AB 1910 Harper R Transportation: advisory question: election.	2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and E. & R.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."	Monitor

Bill ID/Topic	Location	Summary	Position
AB 1919 Quirk D Local transportation authorities: bonds.	2/25/2016- A. TRANS. 2/25/2016-Referred to Com. on TRANS.	The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.	Monitor
AB 1943 Linder R Vehicles: parking: public grounds.	2/25/2016- A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specified public entities, including a public transportation agency and a county transportation commission, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law defines "public transportation agency" for these purposes. This bill would revise the definition of "public transportation agency" to include a county transportation commission.	Monitor
AB 1964 Bloom D High-occupancy vehicle lanes: vehicle exceptions.	2/25/2016- A. TRANS. 2/25/2016-Referred to Com. on TRANS.	Existing federal law authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	
AB 1982 Bloom D Greenhouse Gas Reduction Fund: traffic signal synchronization.	2/25/2016- A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.	Current law authorizes the allocation of moneys in the Greenhouse Gas Reduction Fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect. This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2006 Mullin D State Board of Equalization: contracting authority: local tax collection.	2/29/2016-A. REV. & TAX 2/29/2016-Referred to Com. on REV. & TAX.	Current law allows the State Board of Equalization, when requested by the legislative body of any county, city, or city and county or the assessor to render advisory or other service, to contract, at not less than cost and subject to regulations approved by the Director of General Services, to render such services. This bill would provide that those services include the collection and remittance to a legislative body of any county, city, or city and county of a tax imposed by that legislative body.	Monitor
AB 2014 Melendez R Freeway Service Patrol Act: workload study.	2/29/2016- A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.	Monitor
AB 2049 Melendez R Bonds: transportation.	2/29/2016- A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, expect as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.	Monitor
AB 2090 Alejo D Low Carbon Transit Operations Program.	2/29/2016- A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2126 Mullin D Public contracts: Construction Manager/General Contractor contracts.	2/17/2016-A. PRINT 2/18/2016-From printer. May be heard in committee March 19.	Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services	Monitor
AB 2152 Gray D Elections: ballots: ballot order.	3/8/2016-A. E. & R. 3/8/2016-Re-referred to Com. on E. & R.	Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.	Monitor
AB 2170 Frazier D Trade Corridors Improvement Fund: federal funds.	2/29/2016-A. TRANS. 2/29/2016-Referred to Com. on TRANS.	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be deposited in the Trade Corridors Improvement Fund.	Monitor
AB 2222 Holden D Transit passes.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would continuously appropriate $50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students.	Monitor
AB 2257 Maienschein R Local agency meetings: agenda: online posting.	3/3/2016-A. L. GOV. 3/3/2016-Referred to Com. on L. GOV.	The Ralph M. Brown Act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. This bill would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2289 Frazier D Department of Transportation: capital improvement projects.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	Monitor
AB 2293 Garcia, Cristina D Greenhouse Gas Reduction Fund: Green Assistance Program.	3/10/2016-A. NAT. RES. 3/10/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.	Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection to, among other things, assist small businesses, small nonprofit organizations, and small cities in applying for moneys from programs using moneys from the fund, as specified.	Monitor
AB 2332 Garcia, Eduardo D Transportation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby the department 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
AB 2343 Garcia, Cristina D Greenhouse Gas Reduction Fund: 3-year investment plan: disadvantaged communities.	3/3/2016-A. NAT. RES. 3/3/2016-Referred to Com. on NAT. RES.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and 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. Current law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2348 Levine D Department of Finance: infrastructure investment.	3/3/2016-A. P.E.,R. & S.S. 3/3/2016-Referred to Com. on P.E., R., & S.S.	Would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employment Retirement System, the State Teachers' Retirement Plan, or the retirement system created pursuant to the County Employees Retirement Law of 1937. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment.	Monitor
AB 2355 Dababneh D Intercity rail services: mitigation.	3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.	Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.	Monitor
AB 2374 Chiu D Construction Manager/General Contractor method: regional transportation agencies: ramps.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.	Monitor
AB 2382 Lopez D High-Speed Rail Authority: membership.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed rail system. The authority is comprised of 9 members, with 5 members appointed by the Governor and 4 members appointed by the Legislature. This bill would require at least one member appointed by the Governor to be a person who works directly with communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2398 Chau D Transportation: private funding.	2/18/2016-A. PRINT 2/19/2016-From printer. May be heard in committee March 20.	Would state the intent of the Legislature to enact legislation relating to private funding for transportation projects.	Monitor
AB 2411 Frazier D Transportation revenues.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.	Monitor
AB 2415 Garcia, Eduardo D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	3/8/2016-A. TRANS. 3/8/2016-Referred to Coms. on TRANS. and NAT. RES.	Would, between January 2, 2018, and January 1, 2023, require no less than 50% or $100,000,000, whichever is greater, of the moneys allocated each year 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.	Monitor
AB 2431 Linder R California Environmental Quality Act: subsequent projects.	2/19/2016-A. PRINT 2/22/2016-Read first time.	CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the lead agency to prepare a mitigated negative declaration for a proposed subsequent project if certain conditions are met. This bill would make nonsubstantive changes to that provision.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2432 Brown D Designated state and local truck routes and services.	3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.	Would require the Department of Transportation to prepare an inventory of all state and locally designated truck routes and services, publish or cause to be published a statewide Truck Route Network Internet Web site, and prepare a plan and schedule for addressing all inefficiencies and truck transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. The bill would require the department to submit the plan and schedule, together with the cost estimates, to the Governor and the Legislature not later than July 1, 2019. This bill contains other existing laws.	Monitor
AB 2452 Quirk D California Environmental Quality Act: judicial remedies: emissions of greenhouse gases.	3/8/2016-A. NAT. RES. 3/8/2016-Referred to Coms. on NAT. RES. and JUD.	CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases.	Monitor
AB 2690 Ridley-Thomas D Los Angeles County Metropolitan Transportation Authority: contracting.	3/10/2016-A. L. GOV. 3/10/2016-Referred to Coms. on L. GOV. and TRANS.	Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would also authorize LACMTA to establish disabled veteran business enterprise participation goals, and would define "disabled veteran business enterprise" for these purposes. This bill contains other related provisions and other current laws.	Sponsor
AB 2693 Dababneh D Transportation funds.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2702 Atkins D Climate change.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Would state the intent of the Legislature to enact legislation that would continue the work with local governments, state agencies, and others to meet the goals set forth in Governor Brown's Under 2 MOU, which brings together subnational governments willing to commit to either reducing the emissions of greenhouse gases 80% to 95% below 1990 levels by 2050 or achieving a per capita annual emissions target of less than 2 metric tons of carbon dioxide equivalent by 2050.	Monitor
AB 2708 Daly D Department of Transportation: construction inspection services.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Current law, until January 1, 2024, requires the Department of Transportation to perform construction inspection services for certain design-build projects on or interfacing with the state highway system and to retain the authority to stop the contractor's operation wholly or in part and take appropriate action when public safety and convenience are jeopardized on those projects. This bill would make nonsubstantive changes to these provisions.	Monitor
AB 2722 Burke D Transformative Climate Communities Program.	3/10/2016-A. NAT. RES. 3/10/2016-Referred to Com. on NAT. RES.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would appropriate $250,000,000 from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined.	Monitor
AB 2742 Nazarian D Transportation projects: comprehensive development lease agreements.	3/10/2016-A. TRANS. 3/10/2016-Referred to Com. on TRANS.	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. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	Monitor

Bill ID/Topic	Location	Summary	Position
AB 2796 Low D Active Transportation Program.	3/10/2016- A. TRANS. 3/10/2016-Referred to Com. on TRANS.	Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.	Monitor
AB 2847 Patterson R State highways: transfer to local agencies: pilot program.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	Monitor
AB 2868 Gatto D Local transportation authorities: priority regional highways.	2/19/2016-A. PRINT 2/22/2016-Read first time.	Current law requires a local transportation authority to consult and coordinate its actions to secure funding for the completion and improvement of the priority regional highways with the cities in the county, the board of supervisors, and the Department of Transportation, for the purpose of integrating its planned highway improvements with the highway and other transportation improvement plans and operations of other transportation agencies impacting the county. This bill would make nonsubstantive changes to these provisions.	Monitor
AB 2906 Committee on Transportation Transportation: omnibus bill.	3/7/2016-A. PRINT 3/8/2016-From printer. May be heard in committee April 7.	Current law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a $48 registration fee and a $38 renewal fee for the issuance of the plates. This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above.	Monitor

Bill ID/Topic	Location	Summary	Position
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	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.	Monitor
SB 86 Committee on Budget and Fiscal Review Budget Act of 2015.	3/7/2016- S. INACTIVE FILE 3/7/2016-Ordered to inactive file on request of Senator Leno.	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions.	Monitor
SB 254 Allen D Campaign finance: advisory election.	3/3/2016-A. TRANS. 3/3/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the Congress of the United States should propose, and the California Legislature should ratify, an amendment or amendments to the United States Constitution to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.	Monitor
SB 821 Block, Marty D Crimes/Criminal Threats	Senate Public Safety Committee	Requires that any person who willfully threatens to commit a crime against another person or at a location or event that will result in death or great bodily injury to another person, with the specific intent that the statement, made verbally, in writing, or by means of an electronic communication device, is to be taken as a threat, even if there is no intent of actually carrying it out, be punished by imprisonment in a county jail or by imprisonment in the state prison.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 824 Beall D Low Carbon Transit Operations Program.	1/28/2016-S. T. & H. 1/28/2016-Referred to Com. on T. & H.	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
SB 876 Liu, Carol D Homelessness	Senate Transportation and Housing Committee Hearing 3/29/2016 at 1:30 pm	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 all applicants for funding from a specified federal program to provide evidence of actions their community is taking to reduce the criminalization of homelessness.	Monitor
SB 882 Hertzberg D Crimes: public transportation: minors.	1/28/2016-S. PUB. S. 1/28/2016-Referred to Coms. on PUB. S. and APPR.	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
SB 885 Wolk, Lois D Construction Contracts, Indemnity	Senate Judiciary Committee	Specifies, for construction contracts, that a design professional only the has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Provides that a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault.	Monitor
SB 892 Leyva D San Bernadino County Transportation Authority	Senate Transportation and Housing Committee	Creates the San Bernardino County Transportation Authority as the successor agency to the powers, duties, revenues, debts, obligations, liabilities, immunities, and exemptions of the San Bernardino County Transportation Commission and San Bernardino County local transportation authority, service authority for freeway emergencies, and local congestion management agency.	Monitor
SB 895 Bates, Patricia R Land Use: Housing Element	Senate Rules Committee	Makes technical, nonsubstantive changes to the Planning and Zoning Law that requires each city and county to prepare and adopt a general plan that contains certain mandatory elements.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 901 Bates R Transportation projects: Advanced Mitigation Program.	2/4/2016-S. T. & H. 3/10/2016-Set for hearing March 29.	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
SB 902 Cannella R Department of Transportation: environmental review process: federal program.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter.	Monitor
SB 903 Nguyen R Transportation funds: loan repayment.	2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.	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.	Monitor
SB 998 Wieckowski D Vehicles: mass transit guideways.	2/18/2016-S. T. & H. 2/18/2016-Referred to Com. on T. & H.	Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor
SB 1018 Liu D California Environmental Quality Act: State Route 710 North Study.	2/25/2016-S. T. & H. 2/25/2016-Referred to Coms. on T. & H. and E.Q.	Would deem a certain cost-benefit analysis prepared for the State Route 710 North Study to be a technical study to be included in the comprehensive analysis of the alternatives described in the draft EIR for the State Route 710 North Study and would require the lead agency to consider and respond, in writing, to any comments regarding the analysis submitted during the public review period. This bill contains other related provisions.	

Bill ID/Topic	Location	Summary	Position
SB 1066 Beall D Transportation funds: fund estimates.	2/25/2016-S. T. & H. 2/25/2016-Referred to Com. on T. & H.	Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Monitor
SB 1141 Moorlach R State highways: transfer to local agencies: pilot program.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	Would require the Department of Transportation 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 the county or to a regional transportation agency that has jurisdiction in the county.	Monitor
SB 1197 Cannella R Intercity rail corridors: extensions.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	Current law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.	Monitor
SB 1208 Bates R California Transportation Commission.	3/3/2016-S. RLS. 3/3/2016-Referred to Com. on RLS.	Current law creates the California Transportation Commission, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a nonsubstantive change to this provision.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 1259 Runner R Vehicles: toll payment: veterans.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	Would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Monitor
SB 1320 Runner R California Transportation Commission.	3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.	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.	Monitor
SB 1362 Mendoza D Los Angeles County Metropolitan Transit Authority: security officers.	3/3/2016-S. B., P. & E.D. 3/3/2016-Referred to Coms. on B., P. & E.D. and PUB. S.	The Private Security Services Act generally regulates the private security vocation, and requires each uniformed employee of a provide patrol operator to, among other things, register with the Bureau of Security and Investigative Services and complete specified training. The act exempts specified persons from its requirements. This bill would exempt a person regularly employed as a security officer by the Los Angeles County Metropolitan Transit Authority from the requirements of the Private Security Services Act. This bill contains other related provisions and other current laws.	
SB 1383 Lara D Short-lived climate pollutants.	3/10/2016-S. E.Q. 3/10/2016-Referred to Com. on E.Q.	Would require the State Air Resources Board to approve and implement that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified.	Monitor
SB 1397 Huff R Highway safety and information program.	3/10/2016-S. T. & H. 3/10/2016-Referred to Com. on T. & H.	Would enact the Highway Safety and Information Act. The bill would authorize the Department of Transportation, subject to federal approval, to enter into an agreement pursuant to a best value procurement and competitive process for a project with a contractor to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system, as specified.	Monitor

Bill ID/Topic	Location	Summary	Position
SB 1398 Leyva D Greenhouse gases: investment plan.	3/10/2016-S. RLS. 3/10/2016-Referred to Com. on RLS.	Current law 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 investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities and a minimum of 10% to projects located in disadvantaged communities. Current law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities. This bill would make nonsubstantive changes to the latter provisions.	Monitor
SB 1405 Pavley D Alternative fuels.	3/10/2016-S. RLS. 3/10/2016-Referred to Com. on RLS.	Current law requires, no later than June 30, 2007, the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, and in consultation with specified state agencies, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would make technical, nonsubstantive changes to those provisions.	Monitor
SB 1443 Galgiani D California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	3/10/2016-S. RLS. 3/10/2016-Referred to Com. on RLS.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill would make technical, nonsubstantive changes to those provisions.	Monitor
SB 1464 De León D California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	3/10/2016-S. E.Q. 3/10/2016-Referred to Com. on E.Q.	Current law requires the State Air Resources Board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board to also consult with local agencies for these purposes.	Monitor

Bill ID/Topic	Location	Summary	Position
SCA 7 Huff R Motor vehicle fees and taxes: restriction on expenditures.	5/28/2015-S. E. & C.A. 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.	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 provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.	Monitor
ABX1 1 Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.	Monitor
ABX1 2 Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would 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. The bill would also delete obsolete cross-references and make technical changes to these provisions.	Monitor

ABX1 3 Frazier D Transportation funding.	9/24/2015- A. CONFERENCE COMMITTEE 9/24/2015- Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.	Existing 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 highways, local roads, bridges, and other critical infrastructure.	Monitor
ABX1 4 Frazier D Transportation funding.	9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.	Existing 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

ABX1 5 Hernández, Roger D Income taxes: credits: low-income housing: farmworker housing assistance.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law allows the credit for buildings located in designated difficult development areas or qualified census tracts that are restricted to having 50% of its occupants be special needs households, as defined, even if the taxpayer receives specified federal credits, if the credit allowed under this section does not exceed 30% of the eligible basis of that building. Existing law limits the total annual amount of the credit that the committee may allocate to $70 million per year and allows $500,000 per year of that amount to be allocated for projects to provide farmworker housing, as specified. Existing law defines farmworker housing to mean housing for agricultural workers that is available to, and occupied by, only farmworkers and their households. This bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would 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. The bill would also redefine farmworker housing to mean housing for agricultural workers that is available to, and occupied by, not less than 50% of farmworkers and their households. This bill contains other related provisions.	Monitor
ABX1 6 Hernández, Roger D Affordable Housing and Sustainable Communities Program.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the 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. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.	Monitor

ABX1 7 Nazarian D Public transit: funding.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would 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 existing laws.	Monitor
ABX1 8 Chiu D Diesel sales and use tax.	7/16/2015-A. PRINT 7/17/2015-From printer.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would 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
ABX1 9 Levine D Richmond-San Rafael Bridge.	8/17/2015-A. PRINT 8/18/2015-From printer.	Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge. This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes. This bill contains other related provisions.	Monitor

ABX1 10 Levine D Public works: contracts: extra compensation.	8/19/2015-A. PRINT 8/20/2015-From printer.	Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill 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
ABX1 11 Gray D Transportation projects: County of Merced: campus parkway project.	8/20/2015-A. PRINT 8/21/2015-From printer.	Existing law provides various sources of funding for transportation projects. This bill would appropriate $97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.	Monitor
ABX1 12 Nazarian D Los Angeles County Metropolitan Transportation Authority.	8/26/2015-A. PRINT 8/27/2015-From printer.	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill 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. For any project on the state highway system, the bill would require the authority to implement the project in cooperation with the Department of Transportation pursuant to an agreement that addresses specified matters. The bill would provide that a facility constructed by a private entity would at all times be owned by a governmental agency, except as provided. The bill would authorize the authority to issue bonds to finance any costs necessary to implement a project and to finance any expenditures, payable from the revenues generated from the project or other available resources, as specified. This bill contains other related provisions.	Monitor

ABX1 13 Grove R Greenhouse Gas Reduction Fund: streets and highways.	8/31/2015-A. PRINT 9/1/2015-From printer.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided. This bill 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
ABX1 14 Waldron R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill 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.	Monitor

ABX1 15 Patterson R State Highway Operation and Protection Program: local streets and roads: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law appropriates the sum of $663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support. This bill 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.	Monitor
ABX1 16 Patterson R State highways: transfer to local agencies: pilot program.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor

ABX1 17 Achadjian R Greenhouse Gas Reduction Fund: state highway operation and protection program.	8/31/2015-A. PRINT 9/1/2015-From printer.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the 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.	Monitor
ABX1 18 Linder R Vehicle weight fees: transportation bond debt service.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would 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.	Monitor
ABX1 19 Linder R California Transportation Commission.	8/31/2015-A. PRINT 9/1/2015-From printer.	Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill 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.	Monitor

ABX1 20 Gaines, Beth R State government: elimination of vacant positions: transportation: appropriation.	8/31/2015-A. PRINT 9/1/2015-From printer.	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.	Monitor
ABX1 21 Obernolte R Environmental quality: highway projects.	8/31/2015-A. PRINT 9/1/2015-From printer.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Monitor

ABX1 22 Patterson R Design-build: highways.	9/1/2015-A. PRINT 9/2/2015-From printer.	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.	Monitor
ABX1 23 Garcia, Eduardo D Transportation.	9/4/2015-A. PRINT 9/5/2015-From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department 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. This bill contains other related provisions and other existing laws.	Monitor

ABX1 24 Levine D Bay Area Transportation Commission: election of commissioners.	9/11/2015-A. PRINT 9/12/2015-From printer.	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
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	1/11/2016-A. PRINT 1/12/2016-From printer.	Under existing 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 alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.	Monitor

SBX1 1 Beall D Transportation funding.	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.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for oth er specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a $0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and $0.10 of a $0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, including an inflation adjustment, as provided, an increase of $35 in the annual vehicle registration fee, a new $100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of $35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.	Monitor
SBX1 2 Huff R Greenhouse Gas Reduction Fund.	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.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead 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

SBX1 3 Vidak R Transportation bonds: highway, street, and road projects.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of $9 billion for high-speed rail purposes and $950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, 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. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of $950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.	Monitor
SBX1 4 Beall D Transportation funding.	9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.	Existing 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 statutory changes 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

SBX1 5 Beall D Transportation funding.	9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.	Existing 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
SBX1 6 Runner R Greenhouse Gas Reduction Fund: transportation expenditures.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would delete the continuous appropriations from the 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. This bill contains other related provisions and other existing laws.	Monitor
SBX1 7 Allen D Diesel sales and use tax.	9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, as of July 1, 2016, would 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. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Monitor

SBX1 8 Hill D Public transit: funding.	9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would 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 existing laws.	Monitor
SBX1 9 Moorlach R Department of Transportation.	9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing 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 existing laws.	Monitor

SBX1 10 Bates R Regional transportation capital improvement funds.	7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the 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. Existing 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. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.	Monitor

SBX1 11 Berryhill R Environmental quality: transportation infrastructure.	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.	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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Monitor
SBX1 12 Runner R California Transportation Commission.	8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill 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.	Monitor

SBX1 13 Vidak R Office of the Transportation Inspector General.	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.	Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill 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 build capacity for self-correction into the government itself and 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. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.	Monitor
SBX1 14 Cannella R Transportation projects: comprehensive development lease agreements.	7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would 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. The bill would also delete obsolete cross-references and make technical changes to these provisions.	Monitor

SCAX1 1 Huff R Motor vehicle fees and taxes: restriction on expenditures.	9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.	(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would 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. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.	Monitor
SCRX1 1 De León D 2015-16 First Extraordinary Session: Joint Rules.	6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.	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.	Monitor
SRX1 1 De León D Relative to the Standing Rules of the Senate for the 2015-16 First Extraordinary Session	6/30/2015-S. ADOPTED 6/30/2015-Unanimous consent granted to take up without reference to file. Read. Adopted. (Ayes 25. Noes 0.)	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.	Monitor

FEDERAL LEGISLATION		
BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3620 **Bass D**	Would permit transportation agencies to consider the hiring of local workers in the evaluation of bids and proposals for highway and transit projects where federal funds are being used.	January 2014 – SUPPORT Referred to House Transportation and Infrastructure Subcommittees on Highways and Transit and Railroads, Pipelines, and Hazardous Materials
H.R. 680 **Blumenauer D**	Would gradually increase the federal gas tax by 15-cents, index the gas tax to inflation and seek to replace the federal gas tax with a more stable alternative by 2024. *Board previously supported HR 3636 bill last session.*	May 2015 – SUPPORT Referred to the House Committees on Ways and Means and House Transportation and Infrastructure
H.R. 935 **Hahn D-CA**	Would direct 5% of all import duties collected by Customs and Border Protection (CBP) at Ports of Entry to be spent on freight transportation through the creation of the National Freight Network Trust Fund. *Board previously supported HR 5101 bill last session.*	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Rail, House Transportation and Infrastructure Committee House Ways and Means Committee

H.R. 990 **King R-NY**	Would authorize and bring parity between the parking and transit commuter tax benefits available for employees, including cash payments from employers, tot eh level of $235 per month. The legislation also includes a tax benefit for bicycle commuters in the amount of $35 per month.	May 2015 – SUPPORT House Ways and Means Committee
H.R. 1308 **Lowenthal D-CA**	Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects. *Board previously supported HR 5624 bill last session.*	May 2015 – SUPPORT WORK WITH AUTHOR Subcommittee on Water, House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1461 **Massie R-KY**	Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation	May 2015 – OPPOSE House Transportation and Infrastructure Committee House Ways and Means Committee
H.R. 1551 **Sanford R-SC**	Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.	May 2015 – OPPOSE House Ways and Means Committee

H.R. 2485 **Torres D-CA**	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.	June 2015 – SUPPORT 5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee
H.R. 2495 **Waters D-CA**	The TIGER Grants for Job Creation Act 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.	June 2015 – SUPPORT 5/21/15 House Appropriation and Budget Committees
H.R. 2410 **DeFazio D-OR**	The GROW America Act 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).	June 2015 - SUPPORT

H.R. 4343	H.R. 4343 (Blumenauer) – The Bikeshare Transit Act of 2016 would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an "associated transit improvement" under Title 49 of U.S. Code, add bikeshare projects to the definition of "capital project" under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definition of transit projects as well as make clear to states that administer Federal Highway Administration funding that bikeshare is eligible to receive federal funding.	
S. 650 **Blunt R-MO**	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE Senate Commerce, Science and Transportation Committee
S. 797 **Booker D-NJ**	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
S. 880 **(Schatz-D-HI)**	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligibile expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
S. 1006 **(Feinstein-D-CA)**	**Extend the national deadline to implement Positive Train Control by one year**	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee

Omnibus Appropriations Bill For Fiscal Year 2016	**An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.**	Signed into law by President Obama, December 18, 2015
HR 22 (formerly known as the DRIVE Act) Fixing America's Surface Transportation Act (FAST Act)	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).	Signed into law by President Obama, December 4, 2015