

**Board Report**

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**REGULAR BOARD MEETING  
MAY 26, 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 of interest to our agency. This report was prepared on May 4, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

**Federal Grants For Fiscal Year 2016**

I am pleased to share with you today that Metro is actively and aggressively pursuing a number of grants authorized by the FAST Act and/or backed by the Federal Fiscal Year 2016 transportation appropriations bill adopted by the U.S. Congress late last year. Specifically, Metro has submitted applications for the FASTLANE Grant program and TIGER Grant program to the U.S. Department of Transportation for their consideration. Project submitted by our agency for these grants were outlined in a Board Box issued by our Chief Executive Officer last month. Metro's Government Relations team is actively seeking Congressional support for our grant applications.

I am also pleased to share that last month the U.S. Department of Transportation announced that Metro was awarded over \$8 million dollars in federal grant funding under two separate grant programs. Specifically, in partnership with Southern California Association of Governments (SCAG), Metro will receive \$4.2 million to be used towards the purchase of five electric zero-emission buses as well as eight charging stations. The electric bus infrastructure will serve the Metro Orange Line bus rapid transit corridor and the funding was made available through the Federal Transit Administration's (FTA) Low or No Emissions Deployment Program. In addition, Metro will also receive a \$4 million grant for the City of Avalon to replace its existing 5,000-square-foot ferry terminal, built back in 1968, with a new two-story 10,000-square-foot state-of-the-art Cabrillo Mole terminal on

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Catalina Island. This funding was awarded through the Federal Transit Administration's Passenger Ferry Grant Program. We are deeply appreciative to members of our Board of Directors and members of the Los Angeles County Congressional Delegation for strongly supporting these two grant applications that were awarded by the FTA last month.

### **Federal Appropriations For Fiscal Year 2017**

The U.S. Senate Committee on Appropriations unanimously approved the Federal Fiscal Year 2017 Transportation - HUD Appropriations Bill. Included in the bill is funding for Metro's New Starts projects. Specifically, the bill provides \$100 million for the Regional Connector, \$100 million for the Purple Lines Extension Phase 1, and lastly the bill states that \$250 million will be available for California's three New Starts projects that are awaiting Full Funding Grant Agreements. In the U.S. House of Representatives, top-line funding figures have not yet been approved, therefore, the Transportation-HUD Bill has not been advanced through the Appropriations Committee at this time. We will continue to work closely with our Los Angeles County Congressional Delegation as the Federal Fiscal Year 2017 Appropriations process develops.

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

Metro is pleased that a major priority in our Board-approved Federal Legislative program was adopted in the FAST Act with respect to the TIFIA program. Specifically, that the FAST Act now allows for Transit Oriented Development as an eligible expense for TIFIA loans. We are actively exploring how to benefit from this new provision. With respect to TIFIA - we are also working with the U.S. Department of Transportation to conclude a \$307 million TIFIA loan for section 2 of the Westside Purple Line Extension.

### **Local Hire**

In March, the U.S. Department of Transportation issued a federal register notice extending the Local Hire Pilot Program until March 7, 2017. This is a welcome development and I want to thank the Chairman for requesting this extension from Secretary Foxx. Metro staff will continue to work with Congresswoman Karen Bass and U.S. DOT officials to make this program permanent.

Lastly, I want to thank Chairman Ridley-Thomas for his leadership in strongly and effectively advocating for Metro's Board-approved Federal Legislative Agenda while in Washington, DC last month.

I look forward to expanding on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

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

**Executive Management Committee  
Remarks Prepared By Michael Turner  
DEO, Government Relations, State Affairs**

Chairman Ridley-Thomas and members of the Executive Management Committee, I am pleased to provide an update on a number of state affairs impacting our agency. This report was prepared on May 4, 2016 and will be updated, as appropriate, at the Executive Management Committee meeting.

### **SB 1472 (Mendoza) Board Restructuring Bill**

SB 1472, if adopted into State law, would add two additional seats to our Board of Directors. Language in the bill would require that one new Board seat appointed by the Senate Committee on Rules and the other new Board seat be appointed by the Speaker of the Assembly. The bill also prohibits these two additional appointees from residing in the same city as another member of the authority. Pursuant to our Board-approved 2016 State Legislative Program, staff will work to oppose this legislation, as amended. Staff will continue to monitor the bill as it moves through the policy committees in the State Legislature.

### **California High Speed Rail Authority Approves the 2016 Business Plan**

California High-Speed Rail Authority (Authority) Board of Directors adopted the \$64.2 billion 2016 Business Plan, which lays out a phased approach to building the system that will ultimately connect the San Francisco Bay Area to Los Angeles via the Central Valley with high-speed passenger rail service. The review process for the Draft Plan included two public comment periods, three legislative hearings and more than 300 public comments, the Authority amended the original draft, and the final version includes:

- Early investments in the Burbank to Los Angeles/Anaheim corridor.
- The addition of the Merced Station stop as part of initial high-speed rail service, which will provide a less than one hour ride to San Jose.
- Improved connections to Amtrak via a connecting station in Madera.
- Expanded rail modernization efforts in both Southern and Northern California, where high-speed rail will link to improved service provided by intercity, commuter and urban rail agencies.

The High Speed Rail authority believes this final plan establishes a clear path for building a useable system while making concurrent investments in Southern California, specifically in the Burbank, Los Angeles and Anaheim passenger rail corridor. The State Legislature will hold hearings in the near future to consider the final adopted High Speed Rail Business Plan and project budget.

### **Key State Budget Issues**

Additionally key budget issues will soon be in development and under review. There have been a number of bills relating to Cap and Trade Programs these bills are expected to work their way through the policy committee process and will be merged during the budget negotiations. It also appears that the High Speed Rail project and its funding will be under review and continued discussion.

**Governor's Transportation Funding Package** - The Governor's Transportation Funding Package is a \$36 billion proposal that includes Caltrans reforms, increased gas and diesel taxes aimed at highway and bridge repair, increased funding for local streets and roads, additional funding for transit,

rail and trade corridors. It is expected that this item will be held in committee pending further discussions in the budget process.

**University of California Institute for Transportation Studies (ITS) Funding** - The ITS under the UC system provides regional transportation data analysis. The UC system is requesting an increase in funding from the state's Public Transportation Account which will allow for more campuses, including UCLA, to perform this function. The Budget Subcommittee is expected to consider adopting an additional \$3 million in funding for ITS in 2016-17. Metro supports the increase in funding for ITS. This request is being supported by a number of Metropolitan Planning Organizations and the California Transit Association. The UC system has asked for Metro's support and we will be supporting this item in committee tomorrow.

**State Transit Assistance (STA) Program Allocations** - The State Controller's Office (SCO) recently amended the STA allocations in the State. This has caused concern in a number of regions. The budget committee is considering a recommendation to enact a provision that would freeze the allocations at the level of the previous fiscal year. This will allow transit agencies to pursue a process to address the way in which the SCO apportions these funds.

**Alternative Fuel Vehicle Access in HOV Lanes** - The Governor has recommended trailer bill language that would extend the white sticker program to 2025, extend the green sticker program to 2019 and remove the cap on the issuance of the stickers. The budget committee is recommending that both sticker programs be extended until 2019 and that Caltrans be asked to submit a report on the impact to HOV lanes.

**Freeway Service Patrol Funding** - The FSP program's annual budget and funding allocation formula do not address the funding requirements of the larger urban counties where the congestion mitigation efforts are needed. Legislation established a fixed annual funding budget and a formula to allocate State Highway Account funds to participating agencies. The funding level has not been increased since 2006. Staff is working to address concerns related to the growing costs to operate the program.

I look forward to expanding on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

## **ATTACHMENTS**

Attachment A - May 2016 - Legislative Matrix

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Phillip A. Washington  
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
MAY 2016**

**Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 33</a> <a href="#">Quirk</a> 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
<a href="#">AB 156</a> <a href="#">Perea</a> D  California Global Warming Solutions Act of 2006: disadvantaged communities.	4/25/2016-S. RLS. 4/25/2016-Withdrawn from committee. Re-referred to Com. on RLS.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Monitor
<a href="#">AB 326</a> <a href="#">Frazier</a> 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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 318</a> <a href="#">Chau D</a></p> <p>Lost money and goods: bicycles: restoration to owner.</p>	<p>SENATE 2 YEAR 7/17/2015 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. Existing law requires, if the reported value of the property is \$250 or more and the owner does not return and claim the property, the police or the sheriff to cause notice of the property to be published, as provided. This bill, until December 31, 2020, would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would authorize a transit agency to utilize alternate unclaimed property procedures with respect to lost or unclaimed bicycles turned in to or held by that public transit agency. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/11/2015</b></p>	<p>Sponsor</p>
<p><a href="#">AB 620</a> <a href="#">Hernández,</a> <a href="#">Roger D</a></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>2/18/2016-S. T. &amp; H. 2/18/2016-Referred to Com. on T. &amp; H.</p>	<p>Would require os Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.</p>	<p>Neutral</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 857</a> <a href="#">Perea D</a>  California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	4/25/2016-S. RLS. 4/25/2016-Withdrawn from committee. Re-referred to Com. on RLS.	Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	Monitor
<a href="#">AB 869</a> <a href="#">Cooper D</a>  Public transportation agencies: fare evasion and prohibited conduct.	SENATE 2 YEAR 9/11/2015 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 7/2/2015)	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger conduct violation to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/18/2015</b>	Support
<a href="#">AB 1364</a> <a href="#">Linder R</a>  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.	Watch

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1550</a> <a href="#">Gomez</a> D  Greenhouse gases: investment plan: disadvantaged communities.	4/12/2016-A. APPR. 4/12/2016-Re-referred to Com. on APPR.	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, and benefitting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.	
<a href="#">AB 1572</a> <a href="#">Campos</a> D  School transportation.	4/25/2016-A. APPR. 4/25/2016-Re-referred to Com. on APPR.	Would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation.	
<a href="#">AB 1591</a> <a href="#">Frazier</a> D  Transportation funding.	2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	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. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. 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 \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. This bill contains other related provisions and other existing laws.	Support

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<a href="#">AB 1592</a> <a href="#">Bonilla</a> D  Autonomous vehicles: pilot project.	4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.	Would, notwithstanding the above provision, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill contains other related provisions.	Monitor
<a href="#">AB 1595</a> <a href="#">Campos</a> D  Employment: human trafficking training: mass transportation employers.	4/21/2016-A. APPR. 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 20). Re-referred to Com. on APPR.	Existing law establishes the Division of Labor Standards Enforcement in the Department of Industrial Relations for the enforcement of labor laws, and establishes certain obligations on an employer, including, requiring an employer to post specified wage and hour information in a location where it can be viewed by employees. Under existing law, any person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services is guilty of the crime of human trafficking. This bill 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 the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human trafficking. 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. <b>Last Amended on 3/29/2016</b>	Support
<a href="#">AB 1640</a> <a href="#">Stone, Mark</a> D  Retirement: public employees.	4/28/2016-S. RLS. 4/28/2016-In Senate. Read first time. To Com. on RLS. for assignment.	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.	

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<a href="#">AB 1641</a> <a href="#">Allen, Travis</a> R  Shuttle services: loading and unloading of passengers.	2/4/2016-A. TRANS. 4/4/2016-In committee: Set, second 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
<a href="#">AB 1657</a> <a href="#">O'Donnell</a> D  Air pollution: public ports and intermodal terminals.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.	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- 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
<a href="#">AB 1661</a> <a href="#">McCarty</a> D  Local government: sexual harassment training and education.	4/12/2016-A. APPR. 4/12/2016-Read second time. Ordered to third reading. Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.	Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides any type of compensation, salary, or stipend to those officials. This bill would additionally require local agency officials, as defined, to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment training or information.	Monitor
<a href="#">AB 1663</a> <a href="#">Chiu</a> D  Firearms: assault weapons.	3/1/2016-A. APPR. 4/13/2016-In committee: Set, first hearing. Referred to suspense file.	Would classify 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. The bill would require a person who, between January 1, 2001, and December 31, 2016, inclusive, 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 January 1, 2017, possesses that firearm, to register the firearm by July 1, 2018.	Monitor

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<a href="#">AB 1669</a> <a href="#">Hernández,</a> <a href="#">Roger</a> D  Displaced employees: service contracts: collection and transportation of solid waste.	4/28/2016-A. THIRD READING 4/28/2016-Read third time and amended. Ordered to third reading.	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 is required to offer employment to those employees, except for reasonable and substantiated cause. This bill would expand the application of these provisions to exclusive contracts for the collection and transportation of solid waste. The bill would require the information provided to a bona fide bidder to be made available in writing at least 30 days before bids for the service contract are due.	Monitor
<a href="#">AB 1683</a> <a href="#">Eggman</a> D  Alternative energy financing.	4/4/2016-A. REV. & TAX SUSPENSE FILE 4/4/2016-In committee: Set, first hearing. Referred to suspense file.	The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would instead prohibit the sales and use tax exclusions from exceeding \$200,000,000 for each calendar year.	Monitor
<a href="#">AB 1685</a> <a href="#">Gomez</a> D  Vehicular air pollution: civil penalties.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 5.) (April 18). Re-referred to Com. on APPR.	Current law provides that a manufacturer or distributor who does not comply with the emission standards or the test procedures adopted by the State Air Resources Board is subject to a civil penalty of \$50 per vehicle. This bill would increase those penalties to \$37,500 per action or vehicle. The bill would require the state board to adjust those penalties for inflation, as specified.	Monitor
<a href="#">AB 1710</a> <a href="#">Calderon</a> D  Vehicular air pollution: zero-emission and near-zero-emission vehicles.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 18). Re-referred to Com. on APPR.	Would require, on or before January 1, 2019, the State Air Resources Board to develop and implement a comprehensive program comprised of a portfolio of incentives to promote zero-emission and near-zero-emission 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. This bill contains other related provisions and other existing laws.	Monitor

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<a href="#">AB 1725</a> <a href="#">Wagner</a> R  Vehicles: automated traffic enforcement systems.	4/7/2016-S. T. & H. 4/7/2016-Referred to Com. on T. & H.	Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws.	Monitor
<a href="#">AB 1732</a> <a href="#">Ting</a> D  Single-user restrooms.	4/21/2016-A. THIRD READING 4/21/2016-Read second time. Ordered to third reading.	Would, commencing March 1, 2017, require all single-user toilet facilities in any business establishment, place of public accommodation, or government agency to be identified as all-gender toilet facilities, as specified. The bill would authorize inspectors, building officials, or other local officials responsible for code enforcement to inspect for compliance with these provisions during any inspection.	Monitor
<a href="#">AB 1746</a> <a href="#">Stone, Mark</a> D  Transit buses.	4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.	Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley 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 7 entities described above, subject to the same conditions and requirements.	Monitor
<a href="#">AB 1768</a> <a href="#">Gallagher</a> R  Bonds: transportation.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1813</a> <a href="#">Frazier</a> D  High-Speed Rail Authority: membership.	4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.	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
<a href="#">AB 1815</a> <a href="#">Alejo</a> D  California Global Warming Solutions Act of 2006: disadvantaged communities.	4/12/2016-A. APPR. 4/12/2016-Re-referred to Com. on APPR.	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.	Monitor
<a href="#">AB 1818</a> <a href="#">Melendez</a> 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
<a href="#">AB 1833</a> <a href="#">Linder</a> R  Transportation projects: environmental mitigation.	4/26/2016-A. APPR. 4/26/2016-Re-referred to Com. on APPR.	Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.	Monitor

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1866</a> <a href="#">Wilk R</a>  High-speed rail bond proceeds: redirection: water projects.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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
<a href="#">AB 1873</a> <a href="#">Holden D</a>  Office of Planning and Research: Board of Infrastructure Planning, Development, and Finance.	4/20/2016-A. APPR. 4/20/2016-Re-referred to Com. on APPR.	Would establish, within the Office of Planning and Research, the Board of Infrastructure Planning, Development, and Finance, to be composed of the Governor, Treasurer, Controller, Secretary of Transportation, Director of General Services, or their designee, one member appointed by the President pro Tempore of the Senate, and one member appointed by the Speaker of the Assembly. The bill would require the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects.	Monitor
<a href="#">AB 1886</a> <a href="#">McCarty D</a>  California Environmental Quality Act: transit priority projects.	2/25/2016-A. NAT. RES. 4/21/2016-In committee: Hearing postponed by committee.	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

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<a href="#">AB 1919</a> <a href="#">Quirk D</a>  Local transportation authorities: bonds.	4/11/2016-A. L. GOV. 4/18/2016-In committee: Hearing postponed by committee.	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 require the 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
<a href="#">AB 1943</a> <a href="#">Linder R</a>  Vehicles: parking: public grounds.	4/21/2016-S. RLS. 4/21/2016-In Senate. Read first time. To Com. on RLS. for assignment.	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
<a href="#">AB 1964</a> <a href="#">Bloom D</a>  High-occupancy vehicle lanes: vehicle exceptions.	4/28/2016-A. THIRD READING 4/28/2016-Read second time. Ordered to third reading.	Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	Work with Author
<a href="#">AB 2014</a> <a href="#">Melendez R</a>  Freeway Service Patrol Program Assessment.	4/14/2016-A. APPR. 4/14/2016-Re-referred to Com. on APPR.	Would, by June 20, 2018, and every 5 years thereafter, require the Department of Transportation to publish and submit to the Legislature and the Department of Finance, as specified, a statewide Freeway Service Patrol Program Assessment that would, among other things, identify, quantify, and analyze existing freeway service patrols, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program, as specified.	Monitor

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<a href="#">AB 2049</a> <a href="#">Melendez</a> R  Bonds: transportation.	4/12/2016-A. TRANS. 4/12/2016-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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 I blended system.	Monitor
<a href="#">AB 2090</a> <a href="#">Alejo</a> D  Low Carbon Transit Operations Program.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.	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.	
<a href="#">AB 2126</a> <a href="#">Mullin</a> D  Public contracts: Construction Manager/General Contractor contracts.	4/28/2016-A. THIRD READING 4/28/2016-Read second time. Ordered to third reading.	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
<a href="#">AB 2152</a> <a href="#">Gray</a> D  Elections: ballots: ballot order.	3/8/2016-A. E. & R. 4/27/2016-In committee: Set, first hearing. Failed passage.	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

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<a href="#">AB 2170</a> <a href="#">Frazier</a> D  Trade Corridors Improvement Fund: federal funds.	4/20/2016-A. APPR. SUSPENSE FILE 4/20/2016-In committee: Set, first hearing. Referred to APPR. suspense file.	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 allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.	Support
<a href="#">AB 2222</a> <a href="#">Holden</a> D  Greenhouse Gas Reduction Fund: Transit Pass Program.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.	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. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program. This bill 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 require that funding be allocated by the Controller, as specified, upon a determination by the department, that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements. The bill would require the Department of Transportation, in coordination with the State Air Resources Board, to develop guidelines that describe the criteria that eligible transit providers shall use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. The bill would require that at least 30% of the moneys allocated under the Transit Pass Program benefit disadvantaged communities, as specified. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students . This bill contains other related provisions. <b>Last Amended on 4/6/2016</b>	Support

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<a href="#">AB 2257</a> <a href="#">Maienschein</a> R  Local agency meetings: agenda: online posting.	4/26/2016-A. APPR. 4/26/2016-Re-referred to Com. on APPR.	Would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself. The bill would require the link to be on the local agency's Internet Web site homepage, not in a contextual menu on the homepage, and would require the agenda to be posted in an open format that meets specified requirements, including that the agenda is platform independent and machine readable. The bill would make these provisions applicable on and after January 1, 2019. This bill contains other related provisions and other existing laws.	Monitor
<a href="#">AB 2289</a> <a href="#">Frazier</a> D  Department of Transportation: capital improvement projects.	4/28/2016-S. RLS. 4/28/2016-In Senate. Read first time. To Com. on RLS. for assignment.	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.	Support
<a href="#">AB 2293</a> <a href="#">Garcia, Cristina</a> D  California Green Business Program and Green Assistance Program.	4/28/2016-A. APPR. 4/28/2016-Re-referred to Com. on APPR.	Current law creates the California Environmental Protection Agency, consisting of various boards, offices, and departments, including the State Air Resources Board and the Department of Toxic Substances Control. This bill would establish the Green Assistance Program within the California Environmental Protection Agency to, among other things, assist small businesses and small nonprofit organizations in applying for moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other current laws.	Monitor
<a href="#">AB 2343</a> <a href="#">Garcia, Cristina</a> D  Greenhouse Gas Reduction Fund: study.	4/28/2016-A. APPR. 4/28/2016-Re-referred to Com. on APPR.	Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the Greenhouse Gas Reduction Fund. This bill would require the department to include additional data in that annual report, as specified.	Monitor

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<a href="#">AB 2348</a> <a href="#">Levine</a> D  Department of Finance: infrastructure investment.	4/28/2016-A. APPR. 4/28/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.	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 Employees ' Retirement System. 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. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund.	Monitor
<a href="#">AB 2374</a> <a href="#">Chiu</a> D  Construction Manager/General Contractor method: regional transportation agencies: ramps.	4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.	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
<a href="#">AB 2411</a> <a href="#">Frazier</a> D  Transportation revenues.	4/20/2016-A. APPR. SUSPENSE FILE 4/20/2016-In committee: Set, first hearing. Referred to APPR. suspense file.	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.	Support

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<a href="#">AB 2415</a> <a href="#">Garcia, Eduardo</a> D  California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	4/26/2016-A. APPR. 4/26/2016-Re-referred to Com. on APPR.	Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, would require no less than 50% 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 and bus technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck and heavy-duty bus technology that meets or exceeds a specified emission standard, with at least 2/3 of these funds to be allocated to heavy-duty truck projects.	Monitor
<a href="#">AB 2431</a> <a href="#">Linder</a> 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
<a href="#">AB 2472</a> <a href="#">Linder</a> R  Personal income taxes: credits: disabled veterans: service animals.	4/28/2016-A. REV. & TAX 4/28/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.	The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill, for taxable years beginning on or after January 1, 2017, and before January 1, 2022, would allow a credit under the Personal Income Tax Law in an amount equal to 50% of the amounts paid or incurred during the taxable year by a qualified disabled veteran for the ownership and maintenance of a qualified animal, not to exceed \$2,000 for a taxable year. This bill contains other related provisions. <b>Last Amended on 4/28/2016</b>	Monitor
<a href="#">AB 2542</a> <a href="#">Gatto</a> D  Streets and highways: reversible lanes.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.	Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.	

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<a href="#">AB 2690</a> <a href="#">Ridley-Thomas</a> D  Los Angeles County Metropolitan Transportation Authority: contracting.	4/25/2016-S. RLS. 4/25/2016-In Senate. Read first time. To Com. on RLS. for assignment.	Existing 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 existing laws. <b>Last Amended on 4/12/2016</b>	Sponsor
<b>AB 2673</b> <b>Harper</b> D  Sales and Use Tax Exemption for Hydrogen refueling Station Equipment	5/9/2016-A Rev and Tax Comm	Relates to sales and use tax laws. Exempts gross receipts from the sale of, and the storage, use, or other consumption in this state of, hydrogen refueling station equipment, purchased by a recipient of a grant pursuant to the Alternative and Renewable Fuel and Vehicle Technology Program for the development of hydrogen refueling stations. Authorizes counties and cities to impose local sales and use taxes. <b>Last Amended 4/26/2016</b>	
<a href="#">AB 2693</a> <a href="#">Dababneh</a> D  Contractual assessments: financing requirements: property improvements.	4/27/2016-A. L. GOV. 4/28/2016-Read second time and amended.	Current law defines "property assessed clean energy bond," commonly known as a PACE bond, to mean a bond that is secured by a voluntary contractual assessment or by certain special taxes on property, as specified. This bill would delete the reference to bonds secured by special taxes. This bill contains other related provisions and other current laws.	Monitor
<a href="#">AB 2702</a> <a href="#">Atkins</a> D  Greenhouse gases: study.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (April 18). Re-referred to Com. on APPR.	Would require the State Air Resources Board to conduct a study that outlines best practices and policies for meeting state goals to reduce greenhouse gas emissions. The bill also would authorize the state board to collaborate with air pollution control and air quality management districts.	Monitor

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<a href="#">AB 2708</a> <a href="#">Daly D</a>  Department of Transportation: Lean 6-SIGMA program.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.	Would require the Department of Transportation to conduct a study to assess the implementation of the Lean 6-SIGMA program as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.	Monitor
<a href="#">AB 2722</a> <a href="#">Burke D</a>  Transformative Climate Communities Program.	4/21/2016-A. APPR. 4/21/2016-Re-referred to Com. on APPR.	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would provide that, upon appropriation by the Legislature, up to \$250,000,000 shall be available 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 the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases.	Monitor
<a href="#">AB 2742</a> <a href="#">Nazarian D</a>  Transportation projects: comprehensive development lease agreements.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.	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 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. The bill 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.	Support

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<a href="#">AB 2796</a> <a href="#">Bloom</a> D  Active Transportation Program.	4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.	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 and a minimum of 10% of all available Active Transportation Program funds to be programmed for noninfrastructure purposes, except as provided.	Monitor
<a href="#">AB 2847</a> <a href="#">Patterson</a> R  High-Speed Rail Authority: reports.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.	Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	Monitor
<a href="#">AB 2868</a> <a href="#">Gatto</a> D  Energy storage.	4/21/2016-A. APPR. 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (April 20). Re-referred to Com. on APPR.	Would, until January 1, 2020, require the Public Utilities Commission, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined.	Monitor
<a href="#">AB 2906</a> Committee on Transportation  Transportation: omnibus bill.	4/19/2016-A. APPR. 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.	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

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<a href="#">ABX1 25</a> <a href="#">Allen, Travis</a> 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
<a href="#">SB 86</a> 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
<a href="#">SB 254</a> <a href="#">Allen</a> D  Campaign finance: voter instruction.	4/28/2016-A. APPR. 4/28/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	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 a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more 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
<a href="#">SB 821</a> <a href="#">Block</a> D  Crimes: criminal threats.	4/14/2016-S. APPR. 4/22/2016-Set for hearing May 2.	Would require 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 not to exceed one year, or by imprisonment in the state prison. This bill contains other related provisions and other existing laws.	Monitor

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 824</a> <a href="#">Beall D</a></p> <p>Low Carbon Transit Operations Program.</p>	<p>SENATE APPR. 4/20/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 1. Page 3615.) (April 19). Re-referred to Com. on APPR.</p> <p>5/9/2016 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other existing laws. <b>Last Amended on 4/11/2016</b></p>	<p>Support</p>
<p><a href="#">SB 882</a> <a href="#">Hertzberg D</a></p> <p>Crimes: public transportation: minors.</p>	<p>4/25/2016-S. APPR. SUSPENSE FILE 4/25/2016-April 25 hearing: Placed on APPR. suspense file.</p>	<p>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.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 885</a> <a href="#">Wolk</a> D  Construction contracts: indemnity.	4/18/2016-S. JUD. 4/21/2016-Set for hearing May 3.	Would specify, with certain exceptions, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims or lawsuits against any other person or entity arising from a construction project, except that person's or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified.	
<a href="#">SB 895</a> <a href="#">Bates</a> R  Land use: housing element.	2/4/2016-S. RLS. 2/4/2016-Referred to Com. on RLS.	Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would make technical, nonsubstantive changes to that law.	Monitor
<a href="#">SB 903</a> <a href="#">Nguyen</a> 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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 951</a> <a href="#">McGuire</a> D</p> <p>Transportation: Golden State Patriot Passes Program.</p>	<p>4/26/2016-S. APPR. 4/26/2016-Read second time and amended. Re-referred to Com. on APPR.</p> <p>5/9/2016 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation, with specified powers and duties, including, but not limited to, coordinating and assisting, upon request of, the various public and private transportation entities to strengthen their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements. The bill would require the department to select 3 transit operators to participate, and would require a transit operator selected to participate in the program to match any state moneys that it receives through the program with local moneys. The bill would require the participating transit operators and the department to report on the program. The bill would repeal the program on January 1, 2022. <b>Last Amended on 4/26/2016</b></p>	<p>Support</p>
<p><a href="#">SB 998</a> <a href="#">Wieckowski</a> D</p> <p>Vehicles: mass transit guideways.</p>	<p>4/20/2016-S. APPR. 4/22/2016-Set for hearing May 2.</p>	<p>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, 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.</p>	<p>Monitor</p>
<p><a href="#">SB 1018</a> <a href="#">Liu</a> D</p> <p>Interstate 710 North Gap Closure project: cost- benefit analysis.</p>	<p>4/11/2016-S. T. &amp; H. 4/26/2016-April 26 set for first hearing. Testimony taken. Further hearing to be set.</p>	<p>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 require the Board of Directors of the Los Angeles County Metropolitan Transportation Authority, before making a final decision on the Interstate 710 North Gap Closure project, to take specified actions on a specified cost-benefit analysis for the project. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/7/2016</b></p>	<p>Oppose</p>

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<a href="#">SB 1066</a> <a href="#">Beall D</a>  Transportation funds: fund estimates.	4/28/2016-A. DESK 4/28/2016-In Assembly. Read first time. Held at Desk.	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
<a href="#">SB 1208</a> <a href="#">Bates R</a>  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
<a href="#">SB 1259</a> <a href="#">Runner R</a>  Vehicles: toll payment: veterans.	4/21/2016-S. APPR. 4/21/2016-Read second time and amended. Re-referred to Com. on APPR.	Would exempt vehicles registered to 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
<a href="#">SB 1362</a> <a href="#">Mendoza D</a>  Los Angeles County Metropolitan Transportation Authority: security officers.	4/5/2016-S. PUB. S. 4/20/2016-April 19 set for first hearing canceled at the request of author.	Would allow persons regularly employed as security officers by the Los Angeles County Metropolitan Transportation Authority to detain individuals on properties owned, controlled, operated, and administered by the authority when exigent circumstances exist, as defined. This bill contains other related provisions and other existing laws.	
<a href="#">SB 1383</a> <a href="#">Lara D</a>  Short-lived climate pollutants.	4/12/2016-S. APPR. 4/22/2016-Set for hearing May 2.	Would require the State Air Resources Board, no later than January 1, 2018, to approve and begin implementing 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

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<a href="#">SB 1397</a> <a href="#">Huff</a> R  Highway safety and information program.	4/21/2016-S. APPR. 4/21/2016-Read second time and amended. Re-referred to Com. on APPR.	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 that would include a demonstration phase of the project as a condition precedent to the full implementation of the agreement, as specified.	Monitor
<a href="#">SB 1398</a> <a href="#">Leyva</a> D  Public water systems: lead pipes.	4/21/2016-S. APPR. 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1. Page 3644.) (April 20). Re-referred to Com. on APPR.	Would require a public water system to compile an inventory of lead pipes in use by July 1, 2018, and, after completing the inventory, to provide a timeline for replacement of lead pipes in the system to the board. This bill would require the board to establish best practices to ensure that chemicals introduced into public water systems do not create corrosion or contamination within the system.	Monitor
<a href="#">SB 1405</a> <a href="#">Pavley</a> D  Zero-emission vehicles: transportation systems.	4/21/2016-S. APPR. 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 3644.) (April 20). Re-referred to Com. on APPR.	Would require the State Air Resources Board , by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws.	Monitor
<a href="#">SB 1443</a> <a href="#">Galgiani</a> D  Incarcerated persons: health records.	4/26/2016-S. APPR. 4/26/2016-Read second time and amended. Re-referred to Com. on APPR.	Would authorize the disclosure of information between a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to ensure the continuity of health care of an inmate being transferred between those facilities. This bill contains other related provisions and other existing laws.	Monitor

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<a href="#">SB 1464</a> <a href="#">De León</a> D  California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	4/21/2016-S. APPR. 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 3645.) (April 20). Re-referred to Com. on APPR.	Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs.	Monitor
<a href="#">SB 1472</a> <a href="#">Mendoza</a> D  Los Angeles County Metropolitan Transportation Authority.	4/20/2016-S. APPR. 4/20/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3. Page 3617.) (April 19). Re-referred to Com. on APPR.	Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors, including the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and one nonvoting member appointed by the Governor. This bill would expand the board of directors to 16 members by adding 2 members that reside in the County of Los Angeles, one member appointed by the Speaker of the Assembly and one member appointed by the Senate Committee on Rules and would prohibit these members from residing in the same city as another member of the authority, as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/11/2016</b>	Oppose
<a href="#">SBX1 1</a> <a href="#">Beall</a> D  Transportation funding: environmental mitigation: oversight.	4/21/2016-S. APPR. 4/21/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	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 other 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.	Monitor

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<a href="#">SCA 5</a> <a href="#">Hancock</a> D  Local government finance.	4/12/2016-S. GOV. & F. 4/12/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.	Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Monitor
<a href="#">SCA 7</a> <a href="#">Huff</a> 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.	Support
<a href="#">ABX1 1</a> <a href="#">Alejo</a> 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
<a href="#">ABX1 2</a> <a href="#">Perea</a> 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

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Bill ID/Topic	Location	Summary	Position
<a href="#">ABX1 3</a> <a href="#">Frazier</a> 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
<a href="#">ABX1 4</a> <a href="#">Frazier</a> 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

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<p><a href="#">ABX1 5</a>  <a href="#">Hernández,</a>  <a href="#">Roger D</a></p> <p>Income taxes:  credits: low-  income housing:  farmworker  housing assistance.</p>	<p>7/16/2015-A. PRINT  7/17/2015-From printer.</p>	<p>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.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 6</a> <a href="#">Hernández,</a> <a href="#">Roger</a> D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>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.</p>	<p>Monitor</p>
<p><a href="#">ABX1 7</a> <a href="#">Nazarian</a> D</p> <p>Public transit: funding.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. 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.</p>	<p>Monitor</p>
<p><a href="#">ABX1 8</a> <a href="#">Chiu</a> D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>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.</p>	<p>Monitor</p>

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<a href="#">ABX1 9</a> <a href="#">Levine</a> 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
<a href="#">ABX1 10</a> <a href="#">Levine</a> 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
<a href="#">ABX1 11</a> <a href="#">Gray</a> 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

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<a href="#">ABX1 12</a> <a href="#">Nazarian D</a>  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
<a href="#">ABX1 13</a> <a href="#">Grove R</a>  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

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Bill ID/Topic	Location	Summary	Position
<a href="#">ABX1 14</a> <a href="#">Waldron</a> 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
<a href="#">ABX1 15</a> <a href="#">Patterson</a> 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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 16</a> <a href="#">Patterson</a> R</p> <p>State highways: transfer to local agencies: pilot program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.</p>	<p>Monitor</p>
<p><a href="#">ABX1 17</a> <a href="#">Achadjian</a> R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>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.</p>	<p>Monitor</p>

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<a href="#">ABX1 18</a> <a href="#">Linder R</a>  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
<a href="#">ABX1 19</a> <a href="#">Linder R</a>  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
<a href="#">ABX1 20</a> <a href="#">Gaines, Beth R</a>  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

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<a href="#">ABX1 21</a> <a href="#">Obernolte</a> 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
<a href="#">ABX1 22</a> <a href="#">Patterson</a> 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

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<a href="#">ABX1 23</a> <a href="#">Garcia, Eduardo D</a> Transportation.	9/4/2015-A. PRINT 9/5/2015-From printer.	<p>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.</p>	Monitor

Bill ID/Topic	Location	Summary	Position
<a href="#">ABX1 24</a> <a href="#">Levine D</a>  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
<a href="#">ABX1 25</a> <a href="#">Allen, Travis R</a>  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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 1</a> <a href="#">Beall D</a></p> <p>Transportation funding: environmental mitigation: oversight.</p>	<p>4/21/2016-S. APPR. 4/21/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>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 other 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, 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, by June 30, 2016, of outstanding loans made in previous years from certain transportation funds to the General Fund. The bill would provide that revenues from future adjustments in the applicable portion of the fuel tax rates, the annual vehicle registration fee increase, and the road access charge would also be deposited in the account. This bill contains other related provisions and other existing laws.</p>	<p>Monitor</p>
<p><a href="#">SBX1 2</a> <a href="#">Huff R</a></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. &amp; I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. 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.</p>	<p>Monitor</p>

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<p><a href="#">SBX1 3</a> <a href="#">Vidak</a> R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>9/14/2015-S. DEAD 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>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.</p>	<p>Monitor</p>
<p><a href="#">SBX1 4</a> <a href="#">Beall</a> D</p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>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.</p>	<p>Monitor</p>

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<a href="#">SBX1 5</a> <a href="#">Beall D</a>  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
<a href="#">SBX1 6</a> <a href="#">Runner R</a>  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
<a href="#">SBX1 7</a> <a href="#">Allen D</a>  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 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, 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

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<a href="#">SBX1 8</a> <a href="#">Hill D</a> 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
<a href="#">SBX1 9</a> <a href="#">Moorlach R</a> 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

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<p><a href="#">SBX1 10</a>  <a href="#">Bates R</a></p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. T. &amp; I.D.  9/9/2015-September 8 hearing:  Testimony taken. Hearing postponed by committee.</p>	<p>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.</p>	<p>Monitor</p>

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<a href="#">SBX1 11</a> <a href="#">Berryhill</a> 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
<a href="#">SBX1 12</a> <a href="#">Runner</a> 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

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<p><a href="#">SBX1 13</a> <a href="#">Vidak</a> R</p> <p>Office of the Transportation Inspector General.</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>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.</p>	<p>Monitor</p>
<p><a href="#">SBX1 14</a> <a href="#">Cannella</a> R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. T. &amp; I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>	<p>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.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCAX1 1</a> <a href="#">Huff</a> R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.</p>	<p>(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.</p>	<p>Monitor</p>
<p><a href="#">SCRX1 1</a> <a href="#">De León</a> D</p> <p>2015-16 First Extraordinary Session: Joint Rules.</p>	<p>6/23/2015-A. DESK 6/23/2015-In Assembly. Held at Desk.</p>	<p>This measure adopts the Joint Rules of the Senate and Assembly for the 2015-16 Regular Session, as set forth in Senate Concurrent Resolution No. 37, as the Joint Rules, except as specified, for the 2015-16 First Extraordinary Session.</p>	<p>Monitor</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">SRX1 1</a> <a href="#">De León</a> 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

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**FEDERAL LEGISLATION**

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

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<b>H.R. 990</b> <b>King R-NY</b>	<p>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.</p>	<p>May 2015 – SUPPORT</p> <p>House Ways and Means Committee</p>
<b>H.R. 1308</b> <b>Lowenthal D-CA</b>	<p>Would establish a Freight Transportation Infrastructure Trust Fund and create a freight specific formula and competitive grant program for multimodal projects.</p> <p><i>Board previously supported HR 5624 bill last session.</i></p>	<p>May 2015 – SUPPORT WORK WITH AUTHOR</p> <p>Subcommittee on Water, House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<b>H.R. 1461</b> <b>Massie R-KY</b>	<p>Would end the longstanding practice of the mass transit account receiving funding through the Highway Trust Fund. Additionally, it repeals the Transportation</p>	<p>May 2015 – OPPOSE</p> <p>House Transportation and Infrastructure Committee</p> <p>House Ways and Means Committee</p>
<b>H.R. 1551</b> <b>Sanford R-SC</b>	<p>Would phase out the Mass Transit Account from receiving any funding through the Highway Trust Fund by incrementally decreasing funding from 2016-2020.</p>	<p>May 2015 – OPPOSE</p> <p>House Ways and Means Committee</p>

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<b>H.R. 2485 Torres D-CA</b>	<p>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.</p>	<p>June 2015 – SUPPORT</p> <p>5/21/15 Subcommittee on Water Resources and Environment for House Transportation and Infrastructure Committee</p>
<b>H.R. 2495 Waters D-CA</b>	<p>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.</p>	<p>June 2015 – SUPPORT</p> <p>5/21/15 House Appropriation and Budget Committees</p>
<b>H.R. 2410 DeFazio D-OR</b>	<p>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.</p> <p>Co-sponsors of H.R. 2410 from the Los Angeles Congressional Delegation include Congresswoman Grace Napolitano (D-32) and Congresswoman Julia Brownley (D-26).</p>	<p>June 2015 - SUPPORT</p>
<b>H.R. 4343</b>	<p>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.</p>	<p>MARCH 2016 - SUPPORT</p>

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<b>S. 650 Blunt R-MO</b>	Extends the national deadline by five years to implement PTC, from December 31, 2015 to December 31, 2020. Two one year extensions beyond 2020 are included in the legislation, but the extensions are at the discretion of the Secretary of the U.S. Department of Transportation.	MAY 2015 – OPPOSE  Senate Commerce, Science and Transportation Committee
<b>S. 797 Booker D-NJ</b>	Amends the Railroad Rehabilitation and Improvement Financing Program (RRIF) to expand the eligibility for financing transit oriented development.	May 2015 – SUPPORT WORK WITH AUTHOR Senate Commerce, Science and Transportation Committee
<b>S. 880 (Schatz-D-HI)</b>	Amends the TIFIA program, as authorized in MAP-21, to include TOD as an eligible expense to finance through the TIFIA program.	May 2015- SUPPORT Senate Environment and Public Works Committee
<b>S. 1006 (Feinstein-D-CA)</b>	<b>Extend the national deadline to implement Positive Train Control by one year</b>	MAY 2015 – SUPPORT Senate Commerce, Science and Transportation Committee
Omnibus Appropriations Bill For Fiscal Year 2016	<b>An omnibus appropriations bill that keeps all federal programs, agencies, and services funded until September 30, 2016.</b>	Signed into law by President Obama, December 18, 2015
<b>HR 22 (formerly known as the DRIVE Act) Fixing America’s Surface Transportation Act (FAST Act)</b>	Fixing America’s Surface Transportation Act (FAST Act), the long-term surface transportation authorization bill authorizes approximately \$305 billion for Highway, Transit and Railroad programs over 5 years (\$61 billion per year).	Signed into law by President Obama, December 4, 2015

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