



**Board Report**

**File #:** 2017-0346, **File Type:** Informational Report

**Agenda Number:** 33.

**REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**JUNE 15, 2017**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

**SUBJECT: STATE AND FEDERAL REPORT**

RECEIVE AND FILE State and Federal Legislative Report.

**DISCUSSION**

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

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on June 1, 2017 and will be updated, as appropriate, at the Executive Management Committee meeting on June 15, 2017.

**Trump Infrastructure Plan**

President Trump has announced plans to make public, likely as early as this month, his plan to invest \$1 trillion in America’s infrastructure. As shared previously with the Board last month, our agency has and will continue to work with the White House and Congressional stakeholders to ensure that our Board-approved priorities are reflected in any infrastructure plan advanced by the Trump Administration and then considered by the 115th Congress. We believe that with the passage of both Measures R and M, Metro is smartly positioned to benefit from most any infrastructure plan put forward by the Trump Administration and considered by Congress later this year.

**Federal Budget for Fiscal Year 2018**

Last month, the President’s Office of Management and Budget (OMB) released the Trump Administration’s Fiscal Year 2018 Federal Budget recommendations to Congress. Earlier this year, the OMB issued what was popularly known as a “skinny” budget - that offered a broad outline of the Administration’s Fiscal Year 2018 priorities.

Unfortunately, the budget specified that the Administration is proposing to eliminate funding for the Federal Transit Administration's Capital Investment Grant Program and the popular TIGER Grant Program. Metro has and will continue to work with our Congressional Delegation, Members of Congress, and stakeholders to build support to oppose cuts to these important programs. It should be noted that our CEO and the head of Sound Transit jointly issued a statement expressing their concern about the budget cuts and language in the budget that cited Los Angeles, Seattle and other cities - using them as examples of regions that have raised their own funds and advancing the rationale - flawed in our opinion - that these funds means that these regions no longer should rely on federal funds - especially with regard to transit projects.

### **Federal Grants for Fiscal Year 2017/2018**

As we reported last month, we are continuing to await the Trump Administration's decision as to how they will handle the FASTLANE Grant Program which was created as part of the freight focused funding section of the FAST Act. Metro's FASTLANE grant applications were submitted prior to December 15, 2016 - consistent with the USDOT's stated deadline. Because Congress did not appropriate a full year of funding for transportation projects and programs last year - this second round of FASTLANE grant funding was put on hold. Metro's Government Relations team is continuing to work with our Planning Department to advocate for the applications that were submitted. We expect USDOT Secretary Elaine Chao to make a decision on FASTLANE grants in the coming weeks.

Most recently, the USDOT has announced a new federal funding opportunity - through the FTA - for \$55 million in competitive grant funds through Low or No Emission (Low-No) Bus Program. According to the FTA, "the Low-No program supports projects sponsored by local transit agencies to bring advanced, American-made bus technologies such as battery electric power and hydrogen fuel cells into service nationwide." We will, as we do with all federal grant opportunities, vigorously compete for these valuable federal funds.

### **Conclusion**

Mr. Chairman - I look forward to expanding on this report at the Executive Management Committee meeting with any new developments that occur over the next several weeks.

**Executive Management Committee  
Remarks Prepared By Michael Turner  
Deputy Executive Officer, Government Relations**

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of state matters of interest to our agency. This report was prepared on June 1, 2017 and will be updated, as appropriate, prior to the Executive Management Committee meeting on June 15, 2017.

### **California State Legislative Process Update**

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June 2, 2017 is the last day for any bills to pass out of their house of origin. The Senate Floor and Assembly heard and voted on legislation that had previously been approved in the respective policy committees. The Assembly heard and voted on over 450 bills this week. The Senate heard and dispensed of over 250 bills. Metro's advocacy team and staff are working closely with members to communicate Metro's Board Directed positions to authors and other members of the Los Angeles County State Legislative delegation as they decide on the fate of proposed legislation. Metro staff have been also continued to track amendments to legislation that is continuing to move forward to identify any issues that could affect the agency.

### **Key State Budget Issues**

The California Transportation Commission is currently considering Draft Guidelines for implementing Senate Bill 1 (Beall). The guidelines will serve to communicate the State's programmatic and funding priorities for the funding that will become available under SB 1. Funding will be allocated through a combination of formula and discretionary programs. Cities are eligible to receive a large share of funding for the repair of local streets and roads. Metro will be participating in the draft guideline discussions to ensure that the agency's priorities for funding for transit, goods movement, highways, and active transportation are included in each phase of implementation. The CTC is hosting workshops to kick-off the stakeholder process for the guideline development for implementing the measure. Public-private partnership discussions are underway. Stakeholders have voiced their support for extending the authorization for Caltrans to utilize the P3 method to deliver highway projects; however strong opposition from the Professional Engineers in California Government continues.

### **California State Senate Approves SB 268 (Mendoza) Metro Board Restructuring Bill on Senate Floor**

On May 31, 2017, Senator Tony Mendoza (D-Artesia) presented Senate Bill 268 on the Senate Floor for consideration. The bill was approved by a vote of 22-11. A number of Senators testified in support of the measure, stressing the importance of balanced representation in the Metro Board due to LA County's size. The Senator continued to offer additional amendments to resolve issues with the current bill language. Metro's Board of Directors voted on May 24, 2017 to formally oppose the measure. Staff will continue to keep the Board apprised of advocacy efforts to defeat the bill as it moves through the legislative process. The bill now moves forward for consideration in the Assembly policy committees.

### **California State Assembly Approves a number of Metro Supported Bills**

Assembly Bill 17 (Holden), a bill that would establish a student transit pass program passed on the Assembly Floor. The bill now moves forward for consideration in the Senate. Metro's Board of Directors formally voted to support the legislation on March 23, 2017.

Assembly Bill 695 (Bocanegra), a bill that would establish safety standards for on-track rail maintenance equipment passed on the Assembly Floor. The bill now moves forward for consideration in the Senate. Metro's Board of Directors formally voted to support the legislation on April 27, 2017.

Staff will continue to communicate the Board's formally adopted positions on legislation as it moves

through the legislative process.

### **Conclusion**


We will expand on this brief report at the Executive Management Committee meeting with any new developments that occur in the weeks ahead.

### **ATTACHMENTS**

Attachment A - June 2017 - Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122  
Raffi Hamparian, Director, Government Relations, (213) 922-3769

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



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Phillip A. Washington  
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
JUNE 2017  
Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 1</a> <a href="#">Frazier D</a>  Transportation funding.	1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and NAT. RES.	(1)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, consistent with a specified asset management plan, to ensure efficient use of certain 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 \$0.012 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.	SUPPORT WORK WITH AUTHOR	

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
JUNE 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 17</a> <a href="#">Holden D</a>  Transit Pass Program: free or reduced-fare transit passes.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Program to be administered by the department. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers, as defined, are required to use to make available free or reduced-fare transit passes to eligible participants, as defined, and to ensure that moneys from the program are used to expand eligibility or further reduce the cost of a transit pass under existing programs. The bill would exempt the development of those guidelines from the Administrative Procedure Act. 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.	Support	

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 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 6/9/2017  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

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State and Federal Legislative Matrix  
JUNE 2017  
Metro Government Relations**

Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<p><b>AB 28</b> Frazier D</p> <p>Caltrans: NEPA Delegation Authority</p>	<p>3/29/2017- A. CHAPTERED 3/29/2017-Signed by the Governor.</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would reinstate the operation of the latter provision.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>SUPPORT</p>	

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<a href="#">AB 46</a> <a href="#">Cooper D</a>  Employers: wage discrimination.	6/8/2017-S. P.E. & R. 6/8/2017-Referred to Coms. on P.E. & R. and JUD.	Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. This bill would define “employer” for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision. This bill contains other existing laws.		<b>Labor And  Employment (text 12/5/2016)  Support</b> American Federation of State, County and Municipal Employees, Local 2620 California Employment Lawyers Association California Federation of Teachers <b>Oppose</b> None

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JUNE 2017  
Metro Government Relations**

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<a href="#">AB 52</a> <a href="#">Cooper D</a>  Public employees: orientation and informational programs: exclusive representatives.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E.,R. & S.S. on 1/19/2017)(May be acted upon Jan 2018)	(1)Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. These acts grant specified public employees of these entities the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. This bill would require the public employers regulated by the acts described above to provide all employees an orientation. The bill would also require these public employers to permit the exclusive representative, if applicable, to participate. By creating new duties for various local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<a href="#">AB 65</a> <a href="#">Patterson</a> R  Transportation bond debt service.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.		
<a href="#">AB 66</a> <a href="#">Patterson</a> R  High-Speed Rail Authority: reports.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the 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 would require the authority to identify in the business plan and in another report 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.		<b>Transportation (text 12/13/2016)</b> <b>Support</b> Honorable Clint Olivier, Council President, District 7, City of Fresno Monte Verde Ranch Tos Farms, Inc. Transportation Solutions Defense and Education Fund <b>Oppose</b> California Labor Federation State Building and Construction Trades Council of California Council of California

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<a href="#">AB 69</a> <a href="#">Allen, Travis</a> R  State highways: roadside rests.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/16/2016)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.		

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<a href="#">AB 73</a> <a href="#">Chiu D</a>  Planning and zoning: housing sustainability districts.	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	<p>Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various reforms and incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements. The bill would also require the Department of Housing and Community Development, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the office and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if no construction has started in a housing sustainability district within 3 years of the date that the first 1/2 of the incentive payment has been made, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department.</p>		<p><b>Natural Resources (text 3/28/2017)</b>  <b>Support</b>            California Apartment Association            LeadingAge California  <b>Oppose</b>            American Fire Sprinkler Association            Independent Roofing Contractors of California, Inc.            Judicial Council of California            Plumbing-Heating-Cooling Contractors of California            San Diego, Southern California, and Central California Chapters of Associated Builders and Contractors            Sierra Club California            Western Electrical Contractors Association</p>

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<a href="#">AB 87</a> <a href="#">Ting D</a>  Autonomous vehicles.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.		

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<a href="#">AB 91</a> <a href="#">Cervantes D</a>  High-occupancy vehicle lanes.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.	OPPOSE	<b>Transportation (text 3/22/2017)</b> <b>Support</b> None <b>Oppose</b> Riverside County Transportation Commission

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<a href="#">AB 151</a> <a href="#">Burke D</a>  California Global Warming Solutions Act of 2006: market- based compliance mechanisms.	6/5/2017-A. THIRD READING 6/5/2017-Action From THIRD READING: To INACTIVE FILE.	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 approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.		<b>Natural Resources (text 3/2/2017)</b> <b>Support</b> Agricultural Council of California California Building Industry Association California Business Properties Association California Business Roundtable California Council for Environmental and Economic Balance California Farm Bureau Federation California Manufacturers and Technology Association Western States Petroleum Association <b>Oppose</b> Asian Pacific Environmental Network California Environmental Justice Alliance Center for Community Action and Environmental Justice Center on Race, Poverty & the Environment Central Coast Alliance United for a Sustainable Economy Communities for a Better Environment Environmental Health Coalition Friends of the Earth Leadership Counsel for Justice & Accountability People Organized to Demand Environmental and Economic Rights Physicians for Social Responsibility – Los Angeles Strategic Concepts in Organizing and Policy Education

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<a href="#">AB 161</a> <a href="#">Levine D</a>  Department of Finance: infrastructure investment.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill 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. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.		<b>Public Employees, Retirement And Social Security (text 1/13/2017) Support</b> Coalition for Adequate School Housing (CASH) State Building and Construction Trades Council of California <b>Oppose</b> None
<a href="#">AB 174</a> <a href="#">Bigelow R</a>  California Transportation Commission: membership.	5/24/2017-S. T. & H. 5/24/2017-Referred to Com. on T. & H.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws.		

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<a href="#">AB 179</a> <a href="#">Cervantes</a> D  California Transportation Commission.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that 6 of those voting members have specified qualifications. This bill contains other related provisions and other existing laws.		
<a href="#">AB 188</a> <a href="#">Salas</a> D  Vehicle retirement.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than March 2018, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified.		<b>Transportation (text 1/19/2017)</b> <b>Support</b> Valley CAN <b>Oppose</b> None
<a href="#">AB 195</a> <a href="#">Obernolte</a> R  Local initiative measures: ballot printing specifications.	6/6/2017-S. APPR. 6/6/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 4. Noes 0.) (June 6). Re-referred to Com. on APPR.	Existing law requires that the ballots used when voting upon a proposed county, city, or district ordinance submitted to the voters as an initiative measure have printed on them specified text relating to the proposed ordinance and dictates placement of that text. This bill would extend these ballot requirements to any measure submitted to the voters that is proposed by a local governing body or submitted to the voters as an initiative measure. By expanding the local measures to which the ballot requirements apply, the bill would impose a state-mandated local program.		<b>Elections And Redistricting (text 3/14/2017)</b> <b>Support</b> California Taxpayers Association Mayor Albert Robles, City of Carson <b>Oppose</b> None

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 215</a> <a href="#">Rodriguez D</a>  Metro Gold Line Foothill Extension Construction Authority.	2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions.		
<a href="#">AB 221</a> <a href="#">Gray D</a>  Workers' compensation: liability for payment.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was INS. on 2/6/2017)(May be acted upon Jan 2018	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, that generally requires employers to secure the payment of workers' compensation for injuries incurred by their employees that arise out of, or in the course of, employment. Existing law requires an employer to provide all medical services reasonably required to cure or relieve the injured worker from the effects of the injury. This bill would provide that for claims of occupational disease or cumulative injury filed on or after January 1, 2018, the employee and the employer would have no liability for payment for medical treatment unless one or more of certain conditions are satisfied, including, among others, that the treatment was authorized by the employer.	Watch	<b>Insurance (text 1/25/2017)</b> <b>Support</b> California Applicants' Attorneys Association CALPASC Construction Employers' Association (CEA) Teamsters <b>Oppose</b> California Labor Federation California Medical Association California Professional Firefighters California Society of Industrial Medicine and Surgery (CSIMS)

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<a href="#">AB 239</a> <a href="#">Ridley-Thomas</a> D  California Environmental Quality Act: urbanized areas.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/6/2017)(May be acted upon Jan 2018)	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 defines the terms “urban area” and “urbanized area” to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.	Watch	<b>Natural Resources (text 1/30/2017) Support</b> California Association of Realtors California Chamber of Commerce California Housing Consortium California State Association of Counties Los Angeles County Board of Supervisors (sponsor) Los Angeles-Ventura Chapter of the Building Industry Association of Southern California, Inc. Rural County Representatives of California (RCRC) Urban Counties of California <b>Oppose</b> California League of Conservation Voters Sierra Club California

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<a href="#">AB 241 Dababneh D</a>  Personal information: privacy: state and local agency breach.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/26/2017)(May be acted upon Jan 2018)	Existing law requires a person or business conducting business in California and any state or local agency, as defined, that owns or licenses computerized data that includes personal information, as defined, to disclose a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person in the most expedient time possible and without unreasonable delay, as specified. Existing law requires a person or business, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill contains other related provisions.	Watch	<b>Privacy And Consumer Protection (text 1/30/2017) Support</b> Association of California Life and Health Insurance Companies California Bankers Association California Business Properties Association California Cable and Telecommunications Association (CCTA) California Chamber of Commerce California Grocers Association Computing Technology Industry Association – CompTIA Los Angeles County Professional Peace Officers Association Organization of SMUD Employees (OSE) Personal Insurance Federation of California San Diego Court Employees San Luis Obispo County Employees <b>Oppose</b> California State Association of Counties League of California Cities Urban Counties of California

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<a href="#">AB 262</a> <a href="#">Bonta D</a>  Public contracts: lowest responsive bidder: eligible materials.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. The act generally requires that an awarding department that proposes to contract a public work to award that contract pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative bidding procedures authorized in certain cases. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the material extraction and processing, transport to the manufacturing site, and the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, or other similar life-cycle assessment method as provided, for that type of product. The bill would require an awarding department to use a method developed by the Department of General Services to take into account, during project bid review and award, greenhouse gas emissions of eligible materials to be used in a project, with the intent of reducing greenhouse gas emissions along the supply chain. The bill would require the Department of General	Watch	<b>Natural Resources (text 3/27/2017)</b> <b>Support</b> 1 Individual 350 Sacramento American Lung Association of California APEN BlueGreen Alliance Breathe California California Environmental Justice Alliance California Labor Federation California League of Conservation Voters Californians Against Waste Central Concrete Supply Company Clean Water Action Climate Earth Coalition for Clean Air Communications Workers of America, AFL-CIO District 9 Environment California Filipino/American Coalition for Environmental Solidarity (FACES) Gerdau Steel Natural Resources Defense Council (NRDC) Sierra Club California Trust for Public Lands Union of Concerned Scientists Voices for Progress <b>Oppose</b> Air Conditioning Sheet Metal Association Air-conditioning & Refrigeration

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		<p>Services to publish in the State Contracting Manual a method to allow an awarding department to take into account, during project bid review and award, greenhouse gas emissions of eligible materials, in accordance with certain requirements set out in the bill. The bill would authorize a contractor who is awarded a bid under these provisions to use a material supplier that was not reported in the winning bid if that supplier uses eligible materials that have the same or lower emissions than what was reported in the original bid. The bill would provide that if the supplier that was reported in a bid that was awarded under these provisions is unable to perform, the contractor who was awarded that bid shall make a good-faith effort to use a supplier that has the same or lower emissions than the original supplier reported and for a similar cost. This bill contains other related provisions and other existing laws.</p>		<p>Contractors Association Associated General Contractors Building Industry Credit Association California Asphalt Pavement Association California Construction and Industrial Materials Association California Legislative Conference of the Plumbing, Heating and Piping Industry Construction Employers Association Finishing Contractors Association of Southern California National Electrical Contractors Association Northern California Allied Trades Papich Construction Company, Inc. Rinker Materials Southern California Contractors Association Spragues' Ready Mix United Contractors Wall and Ceiling Alliance</p>

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<a href="#">AB 268</a> <a href="#">Waldron</a> R  State mandates.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/1/2017)(May be acted upon Jan 2018)	The California Constitution requires the state to provide a subvention of funds to reimburse local government for the costs of that new program or higher level of service, with specified exceptions, when the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts. Existing law establishes the sole and exclusive procedure by which a local agency or school district may claim reimbursement for these costs. This bill would make a technical, nonsubstantive change to this provision.	Watch	

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<a href="#">AB 278</a> <a href="#">Steinorth R</a>  California Environmental Quality Act: exemption: existing transportation infrastructure.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/13/2017)(May be acted upon Jan 2018)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.		<b>Natural Resources (text 2/2/2017)</b> <b>Support</b> California Chamber of Commerce California Construction and Industrial Materials Association Civil Justice Association of California County of San Bernardino Orange County Transportation Authority Rural County Representatives of California (RCRC) San Bernardino County Transportation Authority Southwest California Legislative Council Ventura County Transportation Commission Western States Trucking Association <b>Oppose</b> California Bicycle Coalition California League of Conservation Voters Clean Water Action Coalition for Clean Air Defenders of Wildlife NRDC Planning and Conservation League Sierra Club California State Building and Construction Trades Council of California Wholly H2O

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<p><a href="#">AB 287</a> <a href="#">Holden D</a></p> <p>State Highway Route 710: advisory committee.</p>	<p>4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, including Route 710 in the County of Los Angeles. This bill would require the Department of Transportation, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish the I-710 Gap Corridor Transit Study Zone Advisory Committee, with a specified membership, to study the alternatives considered in the State Route 710 North Draft Environmental Impact Review and other transit options to improve travel in, and environmental impacts of, the I-710 Corridor project area, along with alternatives not considered by the environmental review. The bill would require the advisory committee, by January 1, 2019, to make recommendations in a report to the Legislature, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority on the most appropriate and feasible alternative in the I-710 Corridor project area to improve air quality and public health, improve traffic safety, modernize the freeway design, address projected traffic volumes, and address projected growth in population and employment and activities related to goods movement. This bill contains other related provisions.</p>		<p><b>Transportation (text 4/6/2017) Support</b></p> <p>10 private citizens California Bicycle Coalition California Preservation Foundation California Public Interest Research Group City of Glendale City of La Cañada Flintridge City of South Pasadena Connected Cities and Communities East Area Progressive Democrats Five Star Coalition National Trust for Historic Preservation Natural Resources Defense Council (NRDC) NO 710 Action Committee Pasadena Heritage Sequoyah School South Pasadena Chamber of Commerce The Honorable Terry Tornek, Mayor, City of Pasadena The West Pasadena Residents' Association Westridge School</p> <p><b>Oppose</b></p> <p>California State Council of</p>
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<a href="#">AB 298</a> <a href="#">Gallagher R</a>  Immigration holds.	5/3/2017-A. 2 YEAR 5/3/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 2/13/2017)(May be acted upon Jan 2018)(Recorded 4/28/2017)	(1)Existing state law provides that a law enforcement official has discretion to cooperate with federal immigration officials by detaining an individual on the basis of an immigration hold after the person becomes eligible for release only if continued detention of the individual on the basis of the hold does not violate federal, state, or local law, or any local policy, and the person has been convicted of certain crimes. This bill would require a local law enforcement official to cooperate with federal immigration officials by detaining an individual convicted of a felony on the basis of an immigration hold for up to 48 hours, as specified, after the person becomes eligible for release from custody if continued detention on the basis of the immigration hold would not violate federal law. By creating new duties for local officials, this bill would impose a state-mandated local program. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Watch	<b>Public Safety (text 2/6/2017)</b> <b>Support</b> None <b>Oppose</b> American Civil Liberties Union of California California Attorneys for Criminal Justice California Civil Liberties Advocacy California Immigrant Policy Center California Public Defenders Association Californians United for a Responsible Budget Coalition of Humane Immigrant Rights County of Santa Clara Board of Supervisors Drug Policy Alliance Friends Committee on Legislation of California Human Impact Partners Mexican American Legal Defense and Educational Fund (MALDEF) Pangea Root and Rebound Western Center on Law and Poverty

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<a href="#">AB 301</a> <a href="#">Rodriguez D</a>  Driver's license: examination requirements: certificate of driving skill.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law prohibits a person from operating a commercial motor vehicle unless the person has passed a written and driving test for the operation of a commercial motor vehicle that complies with specified federal standards and any other requirements imposed by the Vehicle Code. Existing law requires the Department of Motor Vehicles to implement these provisions, as specified. This bill would require the Department of Motor Vehicles, by June 1, 2019, to ensure that the maximum wait time to obtain an appointment to take the driving skills test to operate a commercial motor vehicle does not exceed 7 days. The bill would require the department, by June 1, 2018, to submit a report to the budget and transportation committees of the Legislature detailing how the department intends to achieve the 7-day maximum wait time. The bill would require the report to include, among other components, the methodology the department intends to use to collect and monitor wait times, and an implementation timeline for the department's recommendations.	Watch	

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<a href="#">AB 302</a> <a href="#">Gipson D</a>  Greenhouse Gas Reduction Fund: 3-year investment plan.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/20/2017)(May be acted upon Jan 2018)	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires appropriations from the fund to be made in the annual Budget Act. This bill would make technical, nonsubstantive changes to those provisions.		<b>Transportation (text 4/17/2017)</b> <b>Support</b> California Natural Gas Vehicle Coalition (sponsor) Clean Energy Coalition for Clean Air <b>Oppose</b> California Trucking Association Truck and Engine Manufacturers Association

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<a href="#">AB 306</a> <a href="#">Gonzalez</a> <a href="#">Fletcher</a> D  Unemployment benefits.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was INS. on 3/23/2017)(May be acted upon Jan 2018)	Existing law prescribes a system for the payment of benefits to unemployed individuals who meet specified eligibility criteria. Existing law disqualifies an individual for unemployment compensation benefits if the Director of Employment Development finds that the individual left his or her most recent work voluntarily without good cause or that he or she has been discharged for misconduct connected with his or her most recent work. Existing law also deems an individual not eligible for unemployment compensation benefits if the individual left his or her work because of a trade dispute. This bill would delete the prohibition against unemployment compensation benefit eligibility if the individual left his or her work because of a trade dispute. The bill would also provide that an individual is deemed to have left his or her most recent work with good cause if (1) he or she is prohibited by his or her employer from performing his or her work as a result of a trade dispute with the employer regarding wages, hours, or other terms or conditions of employment or (2) he or she left this work during a bona fide strike of more than 50% of the bargaining unit employees in a refusal of these employees who are authorized by a bona fide labor organization pursuant to state or federal labor law to perform work or services for the employer. This bill contains other related provisions.		

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<a href="#">AB 330</a> <a href="#">Cooley D</a>  Highway safety.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/3/2017)(May be acted upon Jan 2018)	Existing law prohibits a person who has 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle. Existing law also prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. A violation of either of these prohibitions is a crime. Existing law authorizes a court, in addition to imposing penalties and sanctions for those violations, to require the person to enroll and participate in, and successfully complete, a driving-under-the-influence program, which may include, among other things, education, group counseling, and individual interview sessions. This bill would authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, parole, sentence, or work permit, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction. The bill also would authorize a court to order participation in a 24/7 Sobriety program as a condition of pretrial release on bond for a person who has been charged with a crime described above, as specified. The bill would define a "24/7 Sobriety program," in part, as requiring a person in the program to abstain from alcohol and unauthorized controlled substances and be subject to frequent testing for alcohol and		<b>Public Safety (text 4/19/2017)</b> <b>Support</b> Alcohol Justice (Co-Sponsor) Alcohol Monitoring Systems (Co-Sponsor) California Association of Code Enforcement Officers California Narcotic Officers' Association Los Angeles County Professional Peace Officers Association <b>Oppose</b> California Attorneys for Criminal Justice California Public Defenders Association

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		controlled substances, as specified. The bill would authorize use of participation in a 24/7 Sobriety program in conjunction with participation in an ignition interlock device program. The bill would require a person participating in the program to pay the program costs, commensurate with the person's ability to pay, as specified. This bill contains other existing laws.		
<a href="#">AB 344</a> <a href="#">Melendez R</a>  Toll evasion violations.	5/10/2017-S. T. & H. 5/10/2017-Referred to Com. on T. & H.	Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.	OPPOSE	Opposition: MTC

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<a href="#">AB 351</a> <a href="#">Melendez</a> R  Transportation funding.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2017)(May be acted upon Jan 2018)	(1)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.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 378</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D  California Global Warming Solutions Act of 2006: regulations.	5/30/2017- A. RECONSIDERATION 6/1/2017-Read third time. Refused passage. Motion to reconsider on the next legislative day made by Assembly Member Cristina Garcia. (FAILED)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would additionally require the state board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize the state board to adopt or amend regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The bill would prohibit the state board from permitting a facility to increase its annual emissions of greenhouse gases compared to the annual average of emissions of greenhouse gases reported during specified years. The bill would authorize the state board to adopt no-trade zones or facility-specific declining greenhouse gas emissions limits where facilities' emissions contribute to a cumulative pollution burden that creates a significant health impact. This bill contains other related provisions and other existing laws.	<b>Support</b>	

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 382</a> <a href="#">Voepel</a> R  Fuel taxes: Off-Highway Vehicle Trust Fund.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law, as a result of the elimination of the sales tax on gasoline effective July 1, 2010, provides for a commensurate increase in the excise tax on gasoline. These taxes are deposited to the Motor Vehicle Fuel Account in the Transportation Tax Fund. Existing law requires certain moneys attributable to taxes imposed upon distribution of gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. Existing law, however, transfers, with respect to the increase in gasoline excise taxes as a result of the elimination of the sales tax on gasoline, to the General Fund the revenues attributable to off-highway vehicles that would otherwise be deposited in the Off-Highway Vehicle Trust Fund. Existing law also requires the Controller to withhold \$833,000 from the monthly transfer, and transfer that amount to the General Fund. The moneys in the Off-Highway Vehicle Trust Fund are required to be used, upon appropriation, for specified purposes related to off-highway motor vehicle recreation. This bill would, on June 30, 2018, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer and transfer it to the General Fund and would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.		<b>Transportation (text 2/9/2017)</b> <b>Support</b> American Sand Association, Inc. California Off Road Vehicle Association San Diego Off-Road Coalition <b>Oppose</b> None

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 398</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  Greenhouse Gas Reduction Fund: report.	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes the State Air Resources Board, air quality management districts, and air pollution control districts to address the emissions of air pollution. Existing law designates the air districts with the primary responsibility for the control of air pollution from sources other than mobile sources. Existing law designated the state board with the primary responsibility for the control of air pollution from mobile sources. This bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">AB 408</a> <a href="#">Chen R</a>  Eminent domain: final offer of compensation.	2/21/2017-A. JUD. 3/20/2017-In committee: Set, final hearing. Hearing canceled at the request of author. From committee: Without further action pursuant to Joint Rule 62(a). DIED	Existing law governing settlement offers in eminent domain proceedings authorizes the recovery of litigation expenses under certain circumstances. Existing law provides that if a court finds, on motion of the defendant, that the offer of the plaintiff was unreasonable and the offer of the defendant was reasonable in light of the evidence admitted and the compensation awarded in the proceeding, then the costs allowed shall include the defendant's litigation expenses. This bill would instead provide that if a court finds, on motion of the defendant, that the offer of the plaintiff was lower than 90% of the compensation awarded in the proceeding, then the court would be required to include the defendant's litigation costs in the costs allowed. If the court finds that the offer of the plaintiff was at least 90% and less than 100% of the compensation awarded in the proceeding, the court would be authorized to include the defendant's litigation costs in the costs allowed.		<b>Judiciary (text 2/9/2017)</b> <b>Support</b> Conference of California Bar Associations (sponsor) <b>Oppose</b> None

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<a href="#">AB 428</a> <a href="#">Ridley-</a> <a href="#">Thomas</a> D  Local government: the Ralph M. Brown Act.	6/8/2017-S. GOV. & F. 6/8/2017-Referred to Com. on GOV. & F.	The Ralph M. Brown Act requires that all meetings of a legislative body of a local agency be open and public, except that closed sessions may be held under prescribed circumstances. Existing law authorizes the legislative body of a local agency to use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law provided that the teleconferenced meeting or proceeding complies with all otherwise applicable requirements and provisions of law relating to a specific type of meeting or proceeding. Existing law, until January 1, 2018, authorizes a health authority that conducts a teleconference meeting to count members who are outside the jurisdiction of the authority toward the establishment of a quorum when participating in the teleconference if at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting, as specified. This bill would extend the operation of these provisions relating to the establishment of a quorum for teleconferenced meetings of a health authority indefinitely. This bill contains other related provisions and other existing laws.		<b>Local Government (text 2/9/2017)</b> <b>Support</b> LA Care Health Plan [SPONSOR] Local Health Plans of California <b>Oppose</b> None

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<a href="#">AB 464</a> <a href="#">Gallagher R</a>  Local government reorganization.	5/24/2017-S. GOV. & F. 5/24/2017-Referred to Com. on GOV. & F.	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, among other things, establishes procedures for consideration of a proposal for change of organization or reorganization, as defined. Existing law requires that an applicant seeking a change of organization or reorganization submit a plan for providing services within the affected territory that includes, among other requirements, an enumeration and description of the services to be extended to the affected territory and an indication of when those services can feasibly be extended. This bill would specify that the plan is required to also include specific information regarding services currently provided to the affected territory, as applicable, and make related changes.		<b>Governance And Finance (text 3/14/2017) Support</b> Alameda Association of California HealthCare Districts Butte Calaveras California Association of Local Agency Formation Commissions (sponsor) California State Association of Counties City of Los Angeles Colusa Contra Costa County Fresno Imperial Lake Local Agency Formation Commissions: Marin Mendocino Merced Nevada Riverside San Bernardino San Diego Santa Clara Santa Cruz Solano

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<a href="#">AB 467</a> <a href="#">Mullin D</a>  Local transportation authorities: transactions and use taxes.	6/1/2017-S. T. & H. 6/1/2017-Referred to Coms. on T. & H. and E. & C.A.	(1) The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters. Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Local Government (text 2/13/2017) Support</b> California Association of Clerks and Election Officials California State Association of Counties Urban Counties of California  <b>Oppose</b> None

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<a href="#">AB 468</a> <a href="#">Santiago D</a>  Transit districts: prohibition orders.	5/24/2017-S. T. & H. 5/24/2017-Referred to Com. on T. & H.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. Existing law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Existing law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Existing law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority.	<b>Sponsor</b>	<b>SUPPORT:</b> LA Metro - Sponsor

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<a href="#">AB 496</a> <a href="#">Fong R</a>  Transportation funding.	2/13/2017-A. PRINT 2/14/2017-From printer. May be heard in committee March 16. 2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS.	(1)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 Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.		

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<a href="#">AB 499 Harper R</a>  California Environmental Quality Act: infill development.	2/27/2017-A. TRANS. 3/1/2017-Re-referred to Com. on TRANS. 5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2017)(May be acted upon Jan 2018)	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, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.		

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<a href="#">AB 515</a> <a href="#">Frazier D</a>  State Highway System Management Plan.	6/1/2017-S. T. & H. 6/1/2017-Referred to Com. on T. & H.	Existing law requires the Department of Transportation to prepare the State Highway Operation and Protection Program 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 requires the State Highway Operation and Protection Program to be based on an asset management plan prepared by the department, and requires the department to submit the proposed State Highway Operation and Protection Program to the California Transportation Commission by January 31 of each even-numbered year for adoption by the commission and submittal by the commission to the Governor and Legislature by April 1 of each even-numbered year. This bill would require the department to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year. The bill would require the department to transmit the State Highway System Management Plan to the Governor and Legislature by May 1 of each odd-numbered year. This bill contains other existing laws.		

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<a href="#">AB 544</a> <a href="#">Bloom</a> D  Vehicles: high-occupancy vehicle lanes.	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Existing law also authorizes super ultra-low emission vehicles (SULEV), ultra-low emission vehicles (ULEV), advanced technology partial zero-emission vehicles (AT PZEV), or transitional zero-emission vehicles (TZEV), 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. Existing law makes the use by a driver of an HOV lane without those identifiers a crime. Existing law requires the Department of Transportation to remove individual HOV lanes, or portions of those lanes, during peak periods of congestion from access by vehicles displaying the identifiers if the department makes specified findings. This bill would extend the authority of drivers of 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. The bill would provide that identifiers issued for those specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to		<b>Transportation (text 3/21/2017)</b> <b>Support</b> Association of Global Auto Makers California Electric Transportation Coalition (CaIETC) California New Car Dealers Association Hyundai <b>Oppose</b> None

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		<p>issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a certain notice, whichever occurs first. The bill would provide that new identifiers issued for SULEVs, AT PZEVs, and TZEVs would be valid until January 1 of the 4th year after the year in which they were issued. The bill would provide that if these provisions become inoperative, the driver of a vehicle with an otherwise valid decal, label, or other identifier would not be cited for a violation of the HOV lane provisions within 60 days of the date that those provisions became inoperative. The bill would make additional conforming changes. This bill contains other existing laws.</p>		

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<a href="#">AB 548</a> <a href="#">Steinorth</a> R  Omnitrans Transit District..	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2017)(May be acted upon Jan 2018)	Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit services. This bill would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district. The bill would provide for the district to succeed to the rights and obligations of the existing Omnitrans Joint Powers Authority upon the dissolution of that authority. The bill would provide for the transfer of assets from the authority to the district. The bill would provide for a governing board of unspecified members and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the district to operate transit services. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<a href="#">AB 555</a> <a href="#">Cunningham</a> R  Greenhouse Gas Reduction Fund: schoolbuses.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/20/2017)(May be acted upon Jan 2018)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. 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 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 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would continuously appropriate 4% of the annual proceeds of the fund for each of 3 specified fiscal years to the state board to implement a grant program to replace older, high-polluting schoolbuses with zero-emission or near-zero-emission schoolbuses, as specified.		

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<a href="#">AB 636</a> <a href="#">Irwin D</a>  Local streets and roads: expenditure reports.	5/10/2017-S. RLS. 5/10/2017-Referred to Com. on RLS.	Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a city or county. The bill would make other conforming changes.		<b>Transportation (text 2/14/2017)</b> <b>Support</b> California State Association of Counties League of California Cities (sponsor) <b>Oppose</b> None

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<a href="#">AB 673</a> <a href="#">Chu D</a>  Public transit operators: vehicle safety requirements.	6/1/2017-S. T. & H. 6/1/2017-Referred to Com. on T. & H.	(1)Existing law imposes various requirements on transit operators and provides funding for transit services and capital improvements. This bill would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.	NEUTRAL	<b>Transportation And Housing (text 5/15/2017) Support</b> American Federation of State, County and Municipal Employees California Conference Board of the Amalgamated Transit Union (Co-Sponsor) California Labor Federation (sponsor) California Teamsters Public Affairs Council (sponsor) California Transit Association <b>Oppose</b> None
<a href="#">AB 687</a> <a href="#">Chen R</a>  State highway routes: route numbers.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2017)(May be acted upon Jan 2018)	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission. This bill would make nonsubstantive changes to the latter provision.		

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<a href="#">AB-695</a> <a href="#">Bocanegra D</a>  Avoidance of on-track equipment.	6/6/2017-S. APPR. 6/6/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 6). Re-referred to Com. on APPR.	Existing law requires the driver of a vehicle or pedestrian to cross a railroad, a rail transit grade crossing, or a railroad grade crossing in a specified manner to safely avoid a train or car. A violation of these requirements is a crime. This bill would make this requirement applicable to avoid on-track equipment, as defined. By expanding the scope of a crime, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.	SUPPORT	<b>Transportation And Housing (text 2/15/2017) Support</b> BNSF Railway California Labor Federation California Short Line Railroad Association California Teamsters Public Affairs Council Genesee & Wyoming Railroad Services, Inc. Los Angeles County Metropolitan Transportation Authority Rail Passenger Association of California and Nevada Union Pacific Railroad <b>Oppose</b> None

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<a href="#">AB 697</a> <a href="#">Fong R</a>  Tolls: exemption for privately owned emergency ambulances.	5/18/2017-S. T. & H. 6/8/2017-In committee: Hearing postponed by committee.	Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response. Existing law requires a toll operator to accept, in lieu of payment of a bill for an authorized emergency vehicle using a toll facility, a letter from a fire chief, police chief, county sheriff, head of a public agency, or his or her designee certifying that the use of the authorized emergency vehicle was exempt from the payment of the toll or other charge. Existing law further requires, upon written request and information and belief of the toll operator that the use of an authorized emergency vehicle was not in compliance with this section, a fire chief, police chief, county sheriff, head of the public agency, or his or her designee, to provide or otherwise make accessible to the toll operator the dispatch records or log books relevant to the time period when the authorized emergency vehicle was in use on the toll highway, vehicular crossing, or high-occupancy toll (HOT) lane. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the California Highway Patrol. This bill would expand the exemption from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines under these conditions to include a privately owned emergency ambulance licensed by the California Highway Patrol.		<b>Transportation (text 2/15/2017)</b> <b>Support</b> California Ambulance Association <b>Oppose</b> None

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<a href="#">AB 709</a> <a href="#">McCarty D</a>  Sacramento Regional Transit District: bonds: transactions and use tax.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law provides that the district may exercise the right of eminent domain and may levy various taxes subject to voter approval. This bill contains other existing laws.		
<a href="#">AB 730</a> <a href="#">Quirk D</a>  Transit districts: prohibition orders.	5/10/2017-S. T. & H. 5/10/2017-Referred to Com. on T. & H.	Existing law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. A violation is generally an infraction punishable by a fine not exceeding \$75 on a first offense, or on a subsequent offense by a fine not exceeding \$250 or by community service. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District. This bill contains other existing laws.		<b>Public Safety (text 2/15/2017)</b> <b>Support</b> San Francisco Bay Area Rapid Transit District [SPONSOR] <b>Oppose</b> None

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<a href="#">AB 733</a> <a href="#">Berman D</a>  Enhanced infrastructure financing districts: projects: climate change.	6/7/2017-S. E.Q. 6/7/2017-From committee: Do pass and re-refer to Com. on EQ. (Ayes 5. Noes 2.) (June 7). Re-referred to Com. on EQ.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature’s findings and declarations.		<b>Governance And Finance (text 3/23/2017)</b> <b>Support</b> California Special Districts Association California State Association of Counties City of Santa Monica San Francisco Bay Conservation and Development Commission The Nature Conservancy United States Green Building Council <b>Oppose</b> None

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<a href="#">AB 788</a> <a href="#">Frazier D</a>  Department of Transportation: administration.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	Existing law establishes the Department of Transportation in the Transportation Agency. Existing law provides that the department has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department. This bill would additionally provide that the Department of Transportation has possession and control of all supporting documentation and data, electronic or otherwise, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department.		
<a href="#">AB 843</a> <a href="#">Fong R</a>  Vehicles: statewide application of the code.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law regulates the issuance of drivers' licenses and the licensure and operation of vehicles on the roads of the state. Under existing law, these provisions are applicable and uniform throughout the state and in all counties and municipalities. Existing law prohibits local authorities from enacting or enforcing an ordinance or resolution in this area unless expressly authorized. This bill would make technical, nonsubstantive changes to these provisions.		

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<a href="#">AB 863 Cervantes D</a>  Affordable Housing and Sustainable Communities Program.	6/1/2017-S. T. & H. 6/1/2017-Referred to Coms. on T. & H. and EQ.	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 specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Existing law provides for that program to fund 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. Existing law specifies the types of projects eligible for funding under the program. This bill would require the council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects. The bill would make related revisions to the policy objectives for the program.		
<a href="#">AB 890 Medina D</a>  Local land use initiatives: environmental	6/5/2017-S. RLS. 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.	The California Constitution authorizes the electors of each city and county to exercise the powers of initiative and referendum under procedures provided by the Legislature. Pursuant to that authority, existing law authorizes a proposed ordinance to be submitted to the appropriate elections official and requires the elections official to forward the proposed ordinance to appropriate counsel for		<b>Natural Resources (text 4/18/2017) Support</b> Association of Environmental Professionals CalBike California Environmental Justice

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review.		preparation of a ballot title and summary. Existing law requires the elections official to provide the ballot title and summary to proponents of the proposed measure and the proponents are required to include the ballot title and summary upon each section of the petition used to gather the required number of signatures. Under existing law, if an initiative petition is signed by not less than a specified number of voters and filed with the elections official, that elections official must submit the proposed ordinance to the county board of supervisors, legislative body of a city, or governing board of a district. Existing law requires the governing body to (1) adopt the ordinance without alteration, (2) call an election or special election in certain instances, at which the ordinance, without alteration, would be submitted to a vote of the voters of the jurisdiction, or (3) for cities and counties, order a report on the ordinance and then adopt the ordinance or submit it to the voters. This bill would require a proponent of an proposed initiative ordinance, at the time he or she files a copy of the proposed initiative ordinance for preparation of a ballot title and summary with the appropriate elections official, to also request that an environmental review of the proposed initiative ordinance be conducted by the appropriate planning department, as specified. The bill would require the elections official to notify the proponent of the result of the environmental review. The bill would require the county board of supervisors, legislative body of a city, or governing board of a district, if the initiative ordinance proposes an activity that would result in a direct or indirect physical change in the		Alliance California Labor Federation California League of Conservation Voters Coalition for Clean Air Environment California Environmental Protection Information Center National Parks Conservation Association Sierra Club Californi State Building and Construction Trades Council of California (sponsor) <b>Oppose</b> African American Farmers of California Associated Builder and Contractors of California California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce California Citrus Mutual California Dairies Inc. California Fresh Fruit Association California Independent Petroleum

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		<p>environment, as specified, to order that an environmental impact report or mitigated negative declaration of the proposed ordinance be prepared. Once the environmental impact report or mitigated negative declaration has been prepared, the bill would require the governing body to hold a public hearing and either approve or deny the proposed ordinance, instead of allowing the proposed ordinance to be submitted to the voters. This bill contains other related provisions and other existing laws.</p>		<p>Association California State Association of Counties California Strawberry Commission California Taxpayers Association City of Indian Wells City of Thousand Oaks Far West Equipment Dealers Association League of California Cities National Federation of Independent Business Nisei Farmers League Riverside Rural County Representatives of California (RCRC) San Fernando Valley Chamber of Commerce Santa Maria Valley Chamber of Commerce Southwest California Legislative Council West Coast Lumber &amp; Building Material Association Western Electrical Contractors Association</p>

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<a href="#">AB 943</a> Santiago D	6/8/2017-S. GOV. & F. 6/8/2017-Referred to Coms. on GOV. & F. and E. & C.A.	<p>The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city or county ordinances may be enacted or amended by initiative, including requiring that an ordinance proposed by the voters of the city or county be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance or an amendment of an ordinance that would expressly stop development or construction within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective. The bill would require the county elections official for the county or city and county in which the proposed ordinance or amendment of an ordinance would apply, or which includes within its territorial boundaries the city in which the proposed ordinance or amendment of an ordinance would apply, to determine whether the proposed ordinance or amendment of an ordinance would expressly stop development or construction within the city, county, or city and county. The bill would declare that it addresses a matter of statewide concern. This bill contains other existing laws.</p>		<p><b>Local Government (text 2/16/2017)</b> <b>Support</b> California Apartment Association (sponsor) California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce California Council for Affordable Housing California Housing Consortium California Professional Association of Specialty Contractors Central City Association of Los Angeles Downtown Center BID Downtown Women’s Center Engineering Contractor’s Association Orange County Business Council Southwest California Legislative Council Valley Industry and Commerce Association (VICA) <b>Oppose</b> League of California Cities</p>

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<a href="#">AB 979</a> <a href="#">Lackey</a> R  Local government.	6/1/2017-S. GOV. & F. 6/1/2017-Referred to Com. on GOV. & F.	Existing law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, provides for the selection of representatives of independent special districts on each local agency formation commission by an independent special district selection committee pursuant to a nomination and election process. This bill would revise the procedures for special district representatives to initiate those proceedings, and would authorize the commission to combine proceedings for appointing a member representing independent special districts on an oversight board pursuant to those proceedings, as specified. This bill contains other existing laws.		<b>Local Government (text 4/6/2017)</b> <b>Support</b> Association of California HealthCare Districts Brooktrails Township Community Services District California Association of Local Agency Formation Commissions [CO-SPONSOR] California Municipal Utilities Association California Special Districts Association [CO-SPONSOR] California State Association of Counties Chino Valley Fire District Cucamonga Valley Water District Eastern Municipal Water District Goleta Sanitary District Individual letters Local Agency Formation Commissions: Contra Costa, Los Angeles, Placer, San Diego, Meeks Bay Fire Protection District North Tahoe Fire Protection District Palos Verdes Library District Rancho Simi Recreation Park District Rural County Representatives of California (RCRC) San Mateo, Yolo United Water Conservation District <b>Oppose</b> None

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<a href="#">AB 1015</a> <a href="#">Mathis</a> R  State highways.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law establishes the Department of Transportation and the California Transportation Commission, provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.		
<a href="#">AB 1060</a> <a href="#">Burke</a> D  Enhanced infrastructure financing districts.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 4/20/2017)(May be acted upon Jan 2018)	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district. This bill contains other related provisions.	Sponsor	<b>Support</b> LA Metro (Sponsor)
<a href="#">AB 1063</a> <a href="#">Fong</a> R  Transportation funds.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)	Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.		

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<a href="#">AB 1073</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	5/24/2017-S. T. & H. 5/24/2017-Referred to Coms. on T. & H. and EQ.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board 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 instead would require the state board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.		<b>Transportation And Housing (text 2/16/2017)</b> <b>Support</b> Clean Energy Coalition For Renewable Natural Gas <b>Oppose</b> None
<a href="#">AB 1094</a> <a href="#">Choi</a> R  Vehicles: automated traffic enforcement systems.	5/24/2017-S. T. & H. 5/24/2017-Referred to Com. on T. & H.	Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. Existing law makes it unlawful for a driver to enter or travel in any lane over which a red signal is shown. A violation of those provisions is an infraction punishable by a fine of \$100. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision. This bill contains other existing laws.		

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<a href="#">AB 1103</a> <a href="#">Oberholte</a> R  Bicycles: yielding.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2017)(May be acted upon Jan 2018)	Existing law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise.	Watch	<b>Transportation (text 4/6/2017)</b> <b>Support</b> 1 Individual California Bicycle Coalition California Delivery Association <b>Oppose</b> 1 Individual AAA Northern California, Nevada and Utah Amalgamated Transit Union Automobile Club of Southern California Bay Area Transportation Working Group California Council for the Blind California Police Chiefs Association California Teamsters Public Affairs Council CSAC-Excess Insurance Authority (CSAC-EIA) San Francisco Aging and Adult Services Advisory Council

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<a href="#">AB 1113 Bloom D</a>  State Transit Assistance program.	6/6/2017-S. APPR. 6/6/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 6). Re-referred to Com. on APPR.	Existing law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the Controller and the Department of Transportation in administering the program. The bill would make various other conforming changes and would delete obsolete provisions. This bill contains other related provisions and other existing laws.	Support	<b>Transportation And Housing (text 5/31/2017)</b> <b>Support</b> California Association of Councils of Governments (CALCOG) California Transit Association (sponsor) Foothill Transit Livermore Amador Valley Transit Authority Metropolitan Transportation Commission Monterey-Salinas Transit Orange County Transportation Authority San Francisco Bay Area Rapid Transit District. Ventura County Transportation Commission <b>Oppose</b> None

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<a href="#">AB 1145</a> <a href="#">Quirk D</a>  Compensation of utilities for relocation costs.	6/8/2017-S. E. U., & C. 6/8/2017-Referred to Coms. on E., U. & C. and GOV. & F.	Existing law authorizes a relocation agreement between certain utilities, cable television corporations, or cable operators and the Santa Clara Valley Transportation Authority, entered into in connection with a transit or transportation capital improvement project. This bill would, unless otherwise prohibited by law or expressly governed by a contract in force as of January 1, 2018, require the state or a local government to reimburse a utility for the reasonable relocation costs incurred by the utility to relocate its facilities as a result of a construction project financed from any voter-approved bond act of the state or local government, respectively. The bill would require a utility claiming reimbursement to submit a verified itemized claim to the state or a local government for reimbursement of relocation costs within 180 days after each calendar quarter in which the utility incurs the relocation costs. The bill would require the state or local government to review each verified itemized claim, to reimburse the utility for reasonably incurred relocation costs within 90 days after receipt of the verified itemized claim, and to reimburse verified itemized claims for reimbursement of relocation costs from all affected utilities in the order of receipt. By placing additional duties upon local governments, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Local Government (text 4/17/2017) Support</b> California Cable and Telecommunications Association [SPONSOR] Charter Communications Comcast Cable Cox South Orange County Economic Coalition <b>Oppose</b> California State Association of Counties Rural County Representatives of California (RCRC) Urban Counties of California

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<a href="#">AB 1160</a> <a href="#">Bonta D</a>  Autonomous vehicles.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.		<b>Transportation (text 4/17/2017)</b> <b>Support</b> None <b>Oppose</b> TechNet

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<a href="#">AB 1218</a> <a href="#">Obernolte R</a>  California Environmental Quality Act: exemption: bicycle transportation plans.	5/10/2017-S. E.Q. 5/10/2017-Referred to Com. on EQ.	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, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.		

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<a href="#">AB 1259</a> <a href="#">Calderon D</a> California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018	The California Pollution Control Financing Authority Act establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. The authority oversees the Capital Access Loan Program for small businesses to assist small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties This bill would expand the Capital Access Loan Program to include the purchase or lease of an electric vehicle by low- and middle-income consumers and families, as specified.		<b>Natural Resources (text 3/30/2017)</b> <b>Support</b> Charge Ahead California Coalition for Clean Air Communities for a Better Environment Environment California Greenlining Institute Natural Resources Defense Council (NRDC) <b>Oppose</b> None

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<a href="#">AB 1282</a> <a href="#">Mullin D</a>  Transportation: task force: permit processing.	6/1/2017-S. RLS. 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2018, to prepare and submit to the relevant policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce.		

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<a href="#">AB 1301</a> <a href="#">Fong R</a>  Joint Legislative Committee on Climate Change Policies.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2017)(May be acted upon Jan 2018)	Existing law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state’s programs, policies, and investments related to climate change, as specified. This bill would state the mission of the joint committee, as specified, and would require the chair of the State Air Resources Board to annually make a specified presentation to the joint committee on specified greenhouse gas emissions reduction measures that are being implemented or considered by the state board.		<b>Natural Resources (text 3/22/2017) Support</b> California Business Roundtable California Cattlemen’s Association California Chamber of Commerce California Farm Bureau Federation California Independent Oil Marketing Association California Independent Petroleum Association California Manufacturers and Technology Association Western States Petroleum Association <b>Oppose</b> None

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<a href="#">AB 1324</a> <a href="#">Gloria D</a>  Metropolitan planning organizations: transactions and use taxes.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/13/2017)(May be acted upon Jan 2018)	Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. Existing federal law provides for the designation of some of these entities as metropolitan planning organizations. This bill would authorize a metropolitan planning organization authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.		
<a href="#">AB 1328</a> <a href="#">Limón D</a>  Sustainable communities: affordable housing.	06/05/17 In Senate. Read first time. To Com. on RLS. for assignment. 06/01/17 Read third time. Passed. Ordered to the Senate.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program 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 related and coordinated public policy objectives. Existing law encourages projects eligible for funding under the program to promote certain objectives. This bill would make a nonsubstantive change to the provision regarding the eligible projects.		

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<a href="#">AB 1363</a> <a href="#">Baker</a> R  Transportation revenues.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017)(May be acted upon Jan 2018)	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. Existing 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, on July 1, 2018, 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. The bill, subject to a specified exception, would, on July 1, 2018, instead require the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditure of fuel tax revenues in Article XIX of the California Constitution.		

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<a href="#">AB 1383</a> <a href="#">Fong R</a>  California Global Warming Solutions Act of 2006: regulations.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2017)(May be acted upon Jan 2018)	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 approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would require the state board to take specified actions and make specified findings prior to adopting a regulation under the act. The bill also would require the state board to take specified actions within 2 years of adopting a regulation under the act and to revise that regulation based on those specified actions.		

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<a href="#">AB 1395</a> <a href="#">Chu D</a>  State highways: blight.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)	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 of the department with respect to the operation, maintenance, and improvement of state highways. This bill would require the department, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<a href="#">AB 1421</a> <a href="#">Dababneh</a> D  Intercity rail services: noise and vibration.	6/8/2017-S. RLS. 6/8/2017-Referred to Com. on RLS.	Existing law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.		<b>Appropriations (text 3/22/2017)</b> Support Oppose
<a href="#">AB 1442</a> <a href="#">Allen, Travis</a> R  Bonds: transportation: water projects.	3/27/2017-A. TRANS. 4/25/2017-In committee: Set, second hearing. Failed passage. Reconsideration granted.	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		<b>Transportation (text 3/28/2017)</b> Support None Oppose State Building and Construction Trades Council of California

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		<p>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. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund capital expenditures for water projects that are a part of the State Water Resources Development System, including the construction of desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and aquifer recharge. 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 next statewide election. This bill contains other existing laws.</p>		

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<a href="#">AB 1444</a> <a href="#">Baker</a> R  Livermore Amador Valley Transit Authority: demonstration project.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver’s seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency.This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver’s seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. The bill would prohibit the authority from conducting the demonstration project if the department has adopted specified regulations by December 31, 2017.This bill contains other related provisions and other existing laws.	Watch	<b>Communications And Conveyance (text 4/5/2017) Support</b> Alameda County Transportation Commission Livermore Amador Valley Transit Authority <b>Oppose</b> California Conference Board of the Amalgamated Transit Union California Conference of Machinists California Teamsters Public Affairs Council

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<a href="#">AB 1454</a> <a href="#">Bloom</a> D  Transportation projects: lease agreements.	6/2/2017-A. 2 YEAR 6/2/2017-Failed Deadline pursuant to Rule 61(a)(8). (Last location was RLS. on 5/4/2017)(May be acted upon Jan 2018)	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. Existing law prohibits lease agreements under these provisions on or after January 1, 2017. This bill would state the intent of the Legislature to reestablish the authority under state law to engage in public-private partnerships for projects on the state highway system with appropriate public interest and safety protections.	Support	<b>Transportation (text 3/21/2017)</b> <b>Support</b> Associated General Contractors California and San Diego chapters <b>Oppose</b> American Federation of State, County and Municipal Employees California School Employees Association Professional Engineers in California Government

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<a href="#">AB 1512</a> <a href="#">McCarty D</a>  Motor Vehicle Fuel Tax Law.	4/19/2017-A. REV. & TAX 5/15/2017-In committee: Set, second hearing. Testimony taken.	Existing law imposes various fees and taxes, including taxes on the privilege of engaging in certain activities. The Fee Collection Procedures Law, the violation of which is a crime, provides procedures for the collection of certain fees and surcharges. Under this bill, the Opioid Addiction Prevention and Rehabilitation Act would impose a tax on and after July 1, 2018, upon the distribution of opioids by a manufacturer to a wholesaler from the manufacturer, as those terms are defined, at the rate of \$0.01 per milligram of active opioid ingredient. The bill would require the wholesaler to collect the tax and remit it to the State Board of Equalization. The tax would be administered by the State Board of Equalization and would be collected pursuant to the procedures set forth in the Fee Collection Procedures Law, which sets forth requirements for registration, returns, payments, penalties, interest, determinations and redeterminations, collections, overpayments and refunds, administration and confidentiality, and violations. By expanding the application of the Fee Collection Procedures Law, the violation of which is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Revenue And Taxation (text 5/9/2017)</b> <b>Support</b> California Consortium of Addiction Programs and Professionals California Society for Addiction Medicine County Behavioral Health Directors Association of California Transitions Clinic <b>Oppose</b> California Taxpayers Association Healthcare Distribution Alliance

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<a href="#">AB 1519</a> <a href="#">Cervantes</a> D  State highways.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was W.,P. & W. on 3/27/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Food and Agriculture to accept funds or services from any person for maintenance or enhancement of a section of a state riverway, as defined, for purposes of operating the government-volunteer partnership Adopt-A-Riverway Program. Existing law authorizes local authorities to place and maintain highway signs recognizing sponsors of that program that donate a minimum of \$5,000 annually to the Adopt-A-Riverway Fund. This bill would change the minimum annual donation amount to \$4,000.		
<a href="#">AB 1523</a> <a href="#">Oberholte</a> R  San Bernardino County Transportation Authority: design-build.	6/8/2017-S. T. & H. 6/8/2017-Referred to Com. on T. & H.	The County Transportation Commissions Act provides for the creation of county transportation commissions in specific counties, with various powers and duties relative to transportation planning and funding, as specified. This bill would authorize the SBCTA, upon approval of its board of directors, to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino (the project).This bill contains other related provisions and other existing laws.	Watch	<b>Local            Government (text 3/28/2017)            Support</b> San Bernardino County Transportation Authority [SPONSOR] <b>Oppose</b> American Federation of State, County and Municipal Employees Professional Engineers in California Government

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<a href="#">AB 1623 Acosta R</a>  State Air Resources Board.	5/12/2017-A. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2017)(May be acted upon Jan 2018)	Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.		
<a href="#">AB 1630 Bloom D</a>  California Transportation Plan: wildlife movement.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017)(May be acted upon Jan 2018)	Existing law requires the Department of Fish and Wildlife to administer the Significant Natural Areas Program, and requires the department, among other things, to develop and maintain a spatial data system that identifies those areas in the state that are most essential for maintaining habitat connectivity, including wildlife corridors and habitat linkages. Existing law requires the department, contingent upon the provision of certain funding, to investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages and prioritize vegetative data development in those areas. Existing law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Existing law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means.	Watch	<b>Water, Parks And Wildlife (text 3/28/2017)</b> <b>Support</b> Arroyos & Foothills Conservancy Audubon Canyon Ranch Friends of Harbors, Beaches, and Parks Hills for Everyone Laguna Greenbelt, Inc. Midpeninsula Regional Open Space Authority Pathways for Wildlife Santa Clara Valley Open Space Authority SC Wildlands Sonoma Land Trust

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		<p>This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure. The bill would require, on or before January 1, 2019, the Department of Fish and Wildlife, in coordination with the Department of Transportation and the Transportation Agency, to update the California Essential Habitat Connectivity Project and create a formal avenue for scientific data on wildlife movements gathered by universities, nonprofit corporations, public agencies, and independent biologists to be submitted to these departments and the agency, as specified. This bill contains other related provisions.</p>		<p><b>Oppose</b> None</p>

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<a href="#">AB 1635</a> <a href="#">Quirk-Silva D</a>  Public contracts: small business participation.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2017)(May be acted upon Jan 2018)	<p>The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the provision of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses in these contracts, to provide for small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill would require a state agency, as defined, to establish and achieve an annual goal that at least 25% of the procurement activities administered by that agency include a small business participant, to ensure that the agency's procurement practices are administered in a manner that supports the agency in meeting or exceeding the goal, and to report to the director statistics regarding small business participation in the agency's procurement activities. The bill would require the Department of General Services to monitor the progress of the agencies toward meeting the goal and to provide this information to the Office of Small Business Advocate. The bill would also require a state agency that has not achieved the goal by the close of the fiscal year to submit a corrective action plan to the department within 45 days. This bill contains other related provisions.</p>		<p><b>Accountability And Administrative Review (text 4/5/2017)</b>  <b>Support</b>            California Small Business Association  <b>Oppose</b>            None</p>

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<a href="#">AB 1640</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  Transportation funding: low-income communities.	4/28/2017-A. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/16/2017)(May be acted upon Jan 2018)	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 each transportation planning agency, on a biennial basis, to prepare and submit to the commission a regional transportation improvement program containing transportation capital projects identified for funding through the next cycle of the 5-year state transportation improvement program. This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the department, in		

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		consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to enabling their participation in the development of these guidelines and the selection of transportation projects and programs.		

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<a href="#">AB 1658</a> <a href="#">Frazier D</a>  State agencies: accountability.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018)	Existing law establishes within state government eight agencies. Existing law requires each agency to be under the supervision of an executive officer known as the secretary. Existing law requires the secretary of each agency to review the operations and evaluate the performance at appropriate intervals of each department, office, or other unit of that agency, and to seek continually to improve the organization structure, operating policies, and management information systems of each department, office, or other unit. This bill would require the secretary of each agency, by January 1, 2019, and every year thereafter, to review all programs that were created or expanded either by statute or regulation in the previous year that a department, office, or unit of that agency is responsible for administering. The bill would require the secretary to establish metrics to determine the success of that program, and to continuously evaluate the performance of that program. The bill would require the secretary to publish on his or her Internet Web site, and the Internet Web site of the relevant department, office, or unit responsible for administering the program, an accountability report that includes specified information.		<b>Accountability And Administrative Review (text 3/21/2017)</b> <b>Support</b> California Manufacturers and Technology Association <b>Oppose</b> None

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<a href="#">AB 1684</a> <a href="#">Bloom</a> D  Vehicles: traffic violator schools.	5/26/2017-A. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2017)(May be acted upon Jan 2018)	Existing law authorizes a court to order a continuance of proceedings against a person who has received a notice to appear for a violation of statute relating to the safe operation of a vehicle and subsequently deposits and forfeits bail, pleads guilty or no contest, or is convicted, in consideration for completion of a program for traffic violators, or traffic school. This bill would require the Department of Motor Vehicles to conduct a study on the impact of the traffic violator school program on reducing subsequent traffic offenses by a violator. The bill would also require the department to submit a report on the findings of the study to the Legislature on or before January 1, 2020.		
<a href="#">AB 1721</a> Committee on Revenue and Taxation  Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	6/1/2017-S. RLS. 6/1/2017-Referred to Com. on RLS.	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill would correct an erroneous cross-reference in these provisions. This bill contains other existing laws.	Sponsor	<b>Revenue And Taxation (text 3/16/2017)</b> <b>Support</b> Los Angeles County Metropolitan Transportation Authority <b>Oppose</b> None

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<a href="#">ACA 3</a> <a href="#">Kiley</a> R  Elections: initiatives and referenda.	4/20/2017-A. E. & R. 4/20/2017-Referred to Com. on E. & R. 5/17/2017-Re-referred to Com. on E. & R.	The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Prior to the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum.		
<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding.	Enrolled. Signed into law 5/2017	(1)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	Support WWA	Governance And Finance (text 1/26/2017) Support Alameda Corridor-East Construction Authority Alameda County Board of Supervisors Alameda County Transportation

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)		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, consistent with a specified asset management plan, to ensure efficient use of certain 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 \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, 50% of a \$0.20 per gallon increase in the diesel excise tax, with an inflation adjustment, as provided, a portion of a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, as provided, and a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later, with an inflation adjustment, as provided. The bill would provide that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, and the zero-emission vehicle registration fee takes effect on July 1, 2020. This bill contains other related provisions and other existing laws.		Commission Alameda-Contra Costa Transit District American Council of Engineering Companies of California American Heart Association American Stroke Association American Subcontractors Association California, Inc. Associated General Contractors Associated General Contractors, San Diego Chapter Association of Monterey Bay Area Governments Bay Area Council C.A. Rasmussen, Inc. Caliagua California Alliance for Jobs California Asphalt Pavement Association California Association of Councils of Governments/Self Help Counties Coalition California Association of Professional Employees

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				California Construction and Industrial Materials Association California Professional Firefighters California State Association of Counties CONTINUED California State Council of Laborers California Teamsters Public Affairs Council California Transit Association California Transportation Commission Caterpillar Inc. Cathedral City City of American Canyon City of Arcata City of Arroyo Grande City of Azusa City of Belvedere City of Brentwood, California City of Brisbane City of Carpinteria City of Ceres City of Cerritos

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				City of Chino City of Colton City of Concord City of Crescent City City of Culver City City of Cupertino City of Daly City City of Del Mar City of Diamond Bar City of Dinuba City of Dublin City of El Centro City of El Cerrito City of Fort Bragg City of Fremont City of Goleta City of Gonzales City of Gustine City of Hayward City of Hercules City of Hollister City of Indio City of La Mirada CONTINUED City of Lafayette

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				City of Laguna Beach (prior version) City of Lakeport City of Lakewood City of Livermore City of Lodi City of Lompoc City of Menifee City of Mill Valley City of Modesto City of Monterey City of Moorpark City of Morro Bay City of Mountain View City of Novato City of Ontario City of Orland City of Pacific Grove City of Palos Verdes Estates City of Pico Rivera City of Point Arena City of Riverbank City of Rohnert Park City of Sacramento City of Salinas

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				City of San Carlos City of San Gabriel City of San Jose City of San Leandro City of San Luis Obispo City of Santa Cruz City of Santa Maria City of Santa Monica City of Santa Paula City of Sausalito City of Scotts Valley City of Sebastopol City of Temecula City of Thousand Oaks City of Tulare City of Turlock CONTINUED City of Ukiah City of Vallejo City of Vernon City of Walnut Creek City of Waterford City of Watsonville City of Williams City of Woodland

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				City of Yreka City/County Association of Governments of San Mateo County Council of San Benito County Governments County of Alameda’s Personnel, Administration and Legislation Committee County of Alpine Board of Supervisors County of Amador Board of Supervisors County of Glenn Board of Supervisors County of Humboldt Board of Supervisors County of Imperial Board of Supervisors County of Los Angeles Board of Supervisors County of Marin Board of Supervisors County of Mariposa Board of Supervisors

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				County of Monterey Board of Supervisors CONTINUED County of Napa Board of Supervisors County of Nevada Board of Supervisors County of Sacramento Board of Supervisors County of Santa Clara Board of Supervisors County of Solano Board of Supervisors County of Yuba Board of Supervisors Davis Del Norte Board of Supervisors East Bay Leadership Council Eric Garcetti, Mayor, City of Los Angeles FEHR & PEERS Fix Our Roads Coalition Flasher/ Barricade Association Gateway Cities Council of Governments (GCCOG)

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				General Engineering Contractors Gold Coast Transit District Golden Empire Transit District in Bakersfield Golden State Gateway Coalition Granite Construction, Inc. Humboldt County Association of Governments International Longshore and Warehouse Union International Longshore and Warehouse Union Local 13, Local 63, Local 94 Inyo County Board of Supervisors Lake County/City Area Planning Council CONTINUED League of California Cities League of California Cities, Los Angeles Division Lemoore, City of Los Angeles Area Chamber of Commerce Los Angeles County Business Federation

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				Los Angeles County Metropolitan Transportation Authority Board of Directors Marin County Council of Mayors and Councilmembers Marina Landscape, Inc. Merced County Association of Governments Metropolitan Transportation Commission Mill Valley Chamber of Commerce and Visitor Center Monterey-Salinas Transit Napa Valley Transportation Authority National Electrical Contractors Association, California Chapter North State Super Region Northern California Carpenters Regional Council NVT Operating Engineers Local 3 Orange County Business Council Pismo Beach Placer County Transportation

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				Planning Agency Pomona CONTINUED Professional Engineers in California Government Rancho Cucamonga Riverside County Board of Supervisors Riverside Transit Agency Rural Counties Task Force Sacramento Area Council of Governments Sacramento Regional Transit District San Francisco Bay Area Rapid Transit District San Gabriel Valley Economic Partnership San Luis Obispo Council of Governments Santa Barbara Santa Barbara County Association of Governments Santa Barbara County Board of Supervisors

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<a href="#">SB 1</a> <a href="#">Beall D</a>  Transportation funding. (Cont)				Santa Clara County Cities Association Santa Clara Valley Transportation Authority Santa Cruz County Board of Supervisors Santa Cruz County Business Council Santa Cruz Metropolitan Transit District Santa Cruz Regional Transportation Commission Self Help Counties Coalition Silicon Valley Leadership Group Siskiyou County Local Transportation Commission Skanska CONTINUED Solano Transportation Authority Solar Turbines Inc. Sonoma County Board of Supervisors Sonoma County Transportation Authority Board of Directors Sonoma-Marin Area Rail Transit

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				District South Bay Association of Chamber of Commerce Southern California Association of Governments Southern California Contractors Association Southern California Partnership For Jobs Stockton The Honorable Belia Ramos, Supervisor, Napa County Board of Supervisors The Honorable Emily Lo, Mayor, City of Saratoga The Honorable Gregorio Gomez, Councilmember, City of Farmersville The Honorable Paul Boyer, Mayor, City of Farmersville The Honorable Tom Butt, Mayor, City of Richmond The Honorable Vito Chiesa, Chair, Stanislaus County Board of Supervisors

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Torrance Chamber of Commerce Town of Danville Town of Los Gatos Town of Moraga CONTINUED Town of Windsor Town of Yountville Transportation Agency for Monterey County Transportation California Trinity County Departments of Transportation United Contractors Urban Counties of California Ventura Council of Governments Yolo County Board of Supervisors Oppose A to Z Families for Safe Streets Albany Strollers & Rollers American Lung Association of California Amigos de Los Rios Arc of California Asian Pacific Environmental Network

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Automobile Club of Southern California Bike East Bay Bike San Gabriel Valley Bike Santa Cruz County Bike SLO County Brightline Defense California Bicycle Coalition California Environmental Justice Alliance California League of Conservation Voters California Pan-Ethnic Health Network California Walks Campaign for Sensible Transportation Capital Region Organizing Project CONTINUED Catholic Charities, Diocese of Stockton Center for Climate Change and Health Center for Community Action and Environmental Justice

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Center for Environmental Health Central California Asthma Collaborative Centro la Familia ChangeLab Solutions Circulate San Diego City Heights Community Development Corp. Climate Action Campaign Climate Resolve ClimatePlan Coalition for Clean Air Coalition for Sustainable Transportation Cultiva La Salud East Yard Communities for Environmental Justice Environmental Council of Sacramento Environmental Health Coalition Gamaliel of California Genesis Greenlining Institute Housing Leadership Council of San Mateo County

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Howard Jarvis Taxpayers Association Investing in Place Justice Overcoming Boundaries Leadership Counsel for Justice & Accountability Los Angeles County Bicycle Coalition Los Angeles WALKS CONTINUED Marin County Bicycle Coalition Mission: Pedestrian Move LA Natural Resources Defense Council (NRDC) North Bay Organizing Project One individual Pathways to Right-of-Way's Inc. Planning and Conservation League PolicyLink Prevention Institute Public Advocates, Inc. Rails-to-Trails Conservancy Redwood Community Action Agency

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<a href="#">SB 1</a> <a href="#">Beall</a> D  Transportation funding. (Cont)				Regional Asthma Management and Prevention Safe Routes to School National Partnership San Diego County Bicycle Coalition San Francisco Bicycle Coalition San Francisco Transit Riders Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Shasta Living Streets Sierra Club California Sonoma County Bicycle Coalition Sunflower Alliance Transform Trust for Public Lands Urban Habitat Valley LEAP Walk & Bike Mendocino Walk Long Beach Walk Oakland Bike Oakland Walk San Francisco WALKSacramento

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<a href="#">SB 20</a> <a href="#">Hill D</a>  Vehicles: buses: seatbelts.	5/18/2017-A. TRANS. 5/18/2017-Referred to Com. on TRANS.	Existing law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would exempt a passenger leaving his or her seat to use an onboard bathroom from the seatbelt requirement. The bill would also require a motor carrier operating a bus equipped with safety belts to either: (1) require the bus driver to inform passengers of the requirement to wear a seatbelt or (2) post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified. The bill would make a violation of the provision requiring a passenger to wear a safety belt, an infraction punishable by a fine of not more than \$20 for a first offense and a fine of not more than \$50 for each subsequent offense. By creating a new crime, the bill would impose a state-mandated local program. The bill would specify that these provisions do not apply to schoolbuses. This bill contains other related provisions and other existing laws.		<b>Transportation And Housing (text 3/20/2017)</b> <b>Support</b> None <b>Oppose</b> None

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<a href="#">SB 21</a> <a href="#">Hill D</a>  Law enforcement agencies: surveillance: policies.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	<p>Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the public agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. The bill would require that the public agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would prohibit a public agency from selling, sharing, or transferring information gathered by surveillance technology, except to another public agency, as permitted by law and the terms of the Surveillance Use Policy. The bill would provide specified penalties, in addition to any other remedies under law, for violations of these provisions, including punitive damages, attorney's fees, and injunctive relief. The bill would authorize an agency to temporarily use surveillance technology during exigent circumstances, as specified, without meeting the requirements of these provisions, provided that, among other things, the agency submits a specified report to its governing body within 45 days of the end of the exigent circumstances. This bill contains other related provisions and other existing laws.</p>		<p><b>Judiciary (text 4/17/2017)</b>  <b>Support</b>            Electronic Frontier Foundation            Firearms Policy Coalition            Media Alliance            Oakland Privacy  <b>Oppose</b>            Association of Orange County Deputy Sheriffs            California Fraternal Order of Police            California Peace Officers' Association            California Police Chiefs Association            California Statewide Law Enforcement Association            Long Beach Police Officers Association            Peace Officers Research Association of California            Sacramento County Deputy Sheriffs' Association</p>

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<a href="#">SB 22</a> <a href="#">Hill D</a>  Firearms: law enforcement agencies: agency firearm accounting.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System (AFS) via the California Law Enforcement Telecommunications System. This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Public Safety (text 3/13/2017)</b> <b>Support</b> California Chapters of the Brady Campaign to Prevent Gun Violence Firearms Policy Coalition <b>Oppose</b> None
<a href="#">SB 53</a> <a href="#">Hueso D</a>  Natural gas vehicles.	4/26/2017-S. APPR. 5/4/2017-Set for hearing May 15.	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the		<b>Transportation And Housing (text 3/20/2017)</b> <b>Support</b> Accurate Underground and Grading, Inc. Agility Fuel Solutions Alameda County Industries Alliant Specialty Insurance Services ANGI Antonini Freight Express, Inc.

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		<p>difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount, up to a specified maximum, equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. The bill would additionally require the University of California Institute of Transportation Studies or the Department of Transportation to estimate the damage caused by vehicles operating pursuant to this authorization and report its findings to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation on or before October 1, 2018.</p>		<p>Athens Services Atlas Industries Bay Counties SMaRT Station Bioenergy Association of California BLT Enterprises BMS Technologies Burrtec Waste Industries Inc. CalCIMA California Natural Gas Vehicle Association (co-sponsor) California Refuse Recycling Council California Trucking Association Californians Against Waste CalPortland Construction Company CASS, Inc. Chavez Transport Inc. Cherry Engineering Clean Energy CleanStreet CR&amp;R Inc. Cummins &amp; White LLP Desert Valley Disposal Inc. Dickson Co Inc. Direct Disposal East Bay Sanitary Co. Ecology Recycling Services and Transportation EDCO Waste and Recycling Services Escondido Disposal Inc. EW Truck and Equipment Company Inc. Facility Builders and Erectors FASTECH Fremont Recycling &amp; Transfer Station Garden City Sanitation Inc. GEOCON Gladstein, Neandress &amp; Associates Green, Hasson, Janks LLP GreenWaste Recovery Inc. Harris Ranch Hastie's Capitol Sand &amp; Gravel, Co. Haul Away Rubbish Service Co. Inc.</p>

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				Inland Empire Disposal Association (IEDA) J&L Transport <b>CONTINUED</b> J-W Power Company JRMA Architects and Engineers Ken Grody Ford Livermore Sanitation Los Angeles County Disposal Association Los Angeles County Solid Waste Management Committee Los Angeles County Waste Management Association Marin Sanitary Service McNeilus Truck and Manufacturing Inc. Mission Trail Waste Systems, Inc. Mobile Fueling Solutions Mountain Valley Express Napa Recycling and Waste Services LLC. NASA Services Nationwide Environmental Services Northern Recycling Operations and Waste Services LLC. Olympic Wire and Equipment

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				Orchard Supply Hardware Pacific Rim Communications Palm Springs Disposal Services Peña’s Disposal Inc. Peninsula Sanitary Service Inc. Penske Truck Leasing Pleasanton Garbage Service Rainbow Environmental Services Ramona Disposal Service Raymundo Engineering Company Inc. Refuel Republic Services Riley Electric Inc. Robinson’s Mechanical Construction Inc. San Diego County Disposal Association (co-sponsor) San Diego Gas and Electric SFA LLC. Silke Communications Solid Waste Association of North America Solid Waste Association of Orange County South Coast Air Quality Management District South San Francisco Scavenger Company Inc.

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				Southern California Disposal and Recycling Co Inc. Southern California Gas Company Spear and Associations Inc. Strategic Materials T&T Trucking TruStar Energy Turlock Scavenger Recycling and Transfer United Parcel Service (UPS) Universal Waste Systems Inc. Upper Valley Disposal & Recycling Valley Vista Services Inc. Varner Bros, Inc. (Bakersfield) Volvo Trucks of North America WARE Disposal Co. Inc. Waste Connections, Inc. Waste Management, Inc. Western Trailers Westhoff, Cone & Holmstedt Zanker Recycling <b>Oppose</b> None

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<a href="#">SB 54</a> <a href="#">De León</a> D  Law enforcement: sharing data.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018	Existing law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters.This bill would repeal those provisions.This bill contains other related provisions and other existing laws.		<b>Floor Analyses (text 3/29/2017)</b> <b>Support</b> <b>Oppose</b>

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<a href="#">SB 80</a> <a href="#">Wieckowski D</a>  California Environmental Quality Act: notices.	5/18/2017-A. NAT. RES. 5/18/2017-Referred to Com. on NAT. RES.	(1)The California Environmental Quality Act 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. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. The act provides that if the agency's offer to provide the notices by email, upon filing a written request for notices, a person may request that the notices be provided to him or her by email. This bill would require the lead agency to post those notices on the agency's Internet Web site. The bill would require the agency to offer to provide those notices by email. Because this bill would increase the level of service provided by a local agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Environmental Quality (text 2/14/2017)</b> <b>Support</b> California League of Conservation Voters Inyo County Clerk Sierra Club California <b>Oppose</b> Association of California Water Agencies

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<a href="#">SB 137</a> <a href="#">Allen D</a>  Transit districts: ordinances.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing law imposes various requirements on transit districts relating to the passage of ordinances. This bill would, in addition to any other requirements, require a transit district to publish an ordinance on its Internet Web site, or the otherwise appropriate Internet Web site, within 15 days after the ordinance's passage and in a manner that is accessible and easily navigable. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<a href="#">SB 145</a> <a href="#">Hill D</a>  Autonomous vehicles: testing on public roads.	5/18/2017-A. TRANS. 5/18/2017-Referred to Coms. on TRANS. and C. & C.	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted. This bill contains other related provisions.</p>		

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<a href="#">SB 150</a> <a href="#">Allen D</a>  Regional transportation plans.	6/8/2017-A. TRANS. 6/8/2017-Referred to Coms. on TRANS. and NAT. RES.	Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the state board to update the greenhouse gas emission reduction targets, as specified. The bill would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines the region's transportation planning and programming activities, with transportation projects to be prioritized based on a project's ability to meet certain criteria and objectives relative to reduction in vehicle miles traveled and maximization of cobenefits such as public health, social equity, and conservation. The bill, beginning on January 1, 2018, would require the state board to monitor each metropolitan planning organization's sustainable communities strategy or alternative planning strategy, and to submit a progress report every 4 years to the California Transportation Commission, which would include an assessment of whether the metropolitan planning organization is on track to meet certain targets		<b>Transportation And Housing (text 4/6/2017) Support</b> 350 Bay Area Bike San Gabriel Valley California Bicycle Coalition California League of Conservation Voters California Walks Catholic Charities of the Diocese of Stockton Center for Biological Diversity Center for Climate Change and Public Health ClimatePlan (co-sponsor) Coalition for Clean Air COAST Marin County Bicycle Coalition Natural Parks Conservation Association Natural Resources Defense Council (Sponsor) Public Advocates, Inc. Safe Routes to School National Partnership

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<a href="#">SB 150</a> <a href="#">Allen D</a>  Regional transportation plans. (Cont)		relating to reduction of vehicle miles traveled and reduction of greenhouse gas emissions. The bill, with respect to the areas under the jurisdiction of county transportation commissions in southern California, would, beginning in 2022, require a county transportation commission to recommend for implementation only the highest priority transportation projects identified in the appendix if the area is not on track to meet the state board’s 2035 greenhouse gas emission reduction targets. By imposing new requirements on local agencies, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		Santa Barbara Bicycle Coalition Sequoia Riverlands Trust Sierra Club California Sunflower Alliance The Nature Conservancy TransForm (co-sponsor) Trust for Public Lands Voices for Progress Education Fund <b>Oppose</b> Associated General Contractors – California Associated General Contractors – San Diego Chapter California Association of Councils of Governments (CALCOG) California Association of Realtors California Building Industry Association California Business Properties Association California Business Roundtable California Chamber of Commerce

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<a href="#">SB 159</a> <a href="#">Allen D</a>  Arts Council.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was RLS. on 1/19/2017)(May be acted upon Jan 2018)	The Dixon-Zenovich-Maddy California Arts Act of 1975 establishes the Arts Council, consisting of 11 appointed members. The act specifies the duties of the council, including providing for the exhibition of art works in public buildings throughout California. This bill would additionally require the Arts Council to encourage the public exhibition of art works in both public and private spaces throughout California.		

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<a href="#">SB 163</a> <a href="#">Bradford D</a>  Elections: domicile: residence.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 2/2/2017)(May be acted upon Jan 2018	Existing law defines “residence” for voting purposes as a person’s domicile. Existing law describes the domicile of a person as that place in which his or her habitation is fixed, wherein the person has the intention of remaining, and to which, whenever he or she is absent, the person has the intention of returning. Existing law describes the residence of a person as that place in which the person’s habitation is fixed for some period of time, but wherein he or she does not have the intention of remaining. Existing law provides that a person may have only one domicile at a given time, but may have more than one residence. Existing law also provides that, for purposes of determining the domicile of a Member of the Legislature or a Representative in the Congress of the United States, it shall be conclusively presumed that the residence address indicated on that person’s currently filed affidavit of voter registration is that person’s domicile. This bill would provide that a person’s domicile or residence may also be the place in which the person has legal tenancy. This bill would define legal tenancy for voting purposes to mean a person’s right to possess or hold property, whether by lease or by title. This bill would provide that the conclusive presumption for determining a Member of the Legislature’s domicile applies if the person has legal tenancy at the residence address indicated on his or her affidavit of voter registration.		

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<a href="#">SB 194 Anderson R</a>  Probation: revocation: new period.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law allows an order revoking probation to be set aside for good cause before judgement has been pronounced. If probation has been revoked after judgment has been pronounced, existing law allows the judgment and the order which revoked the probation to be set aside within 30 days after the court has notice that the execution of the sentence has commenced. If an order setting aside the judgement, the revocation of probation, or both is made after the expiration of the probationary period, existing law allows the court to place the person on probation for that period and with those terms and conditions as it could have done immediately following conviction. This bill would allow the court to place the person on probation for a new period of probation with those terms and conditions as it could have done immediately following conviction whether the order setting aside the judgement, the revocation of probation, or both was made before or after the expiration of the probationary period. By increasing the duties of probation officers, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch	

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<a href="#">SB 200</a> <a href="#">Morrell</a> R  Public employees' retirement benefits: final compensation.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/31/2017)(May be acted upon Jan 2018)	The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan. This bill would make a nonsubstantive change to that provision. This bill contains other existing laws.	Watch	
<a href="#">SB 224</a> <a href="#">Jackson</a> D  California Environmental Quality Act: baseline conditions.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	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 requires the Office of Planning and Research to prepare and develop guidelines for the implementation of CEQA by public agencies. CEQA requires the office to transmit the proposed guidelines to the Secretary of the Natural Resources Agency and requires the secretary to certify and adopt the proposed guidelines. CEQA requires the office, at least once every 2 years, to review the guidelines and to recommend proposed changes or amendments to		

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		the guidelines. This bill would require the office, on or after January 1, 2018, at the time of the next review of the guidelines, to prepare, develop, and transmit to the secretary proposed changes or amendments to determine the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment. The bill would require the office, in developing the recommendations to limit the consideration of modifications to the environment at the project site cause by certain actions. The bill would require the secretary to certify and adopt the recommended proposed changes or amendments.		
<a href="#">SB 251 Cannella</a> R  Autonomous vehicles: pilot project.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/16/2017)(May be acted upon Jan 2018)	Existing law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver’s seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. Notwithstanding these provisions, existing law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver’s seat 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	Watch	

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		<p>of less than 35 miles per hour, as provided. This bill would, until 180 days after the operative date of the above specified regulations, allow the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center. The bill would require the County of Merced or a private entity, or a combination of the two, to obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of \$5,000,000 prior to the start of testing of any autonomous vehicle on or across a public road and would require evidence of the insurance, surety bond, or proof of self-insurance to be provided to the Department of Motor Vehicles in the form and manner required by the department. The bill would require the County of Merced or a private entity, or a combination of the two, to provide the department with a detailed description of the testing program, as specified. The bill would require the operator of the autonomous vehicle technology to disclose what personal information concerning a pilot project participant is collected by an autonomous vehicle. The bill would allow the department to require data collection for evaluating the safety of the vehicles, as provided.</p>		

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<a href="#">SB 256</a> <a href="#">Atkins</a> D  Public contracts: criminal offenses and statute of limitations.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law makes it unlawful for various local entities, including cities, counties, community college districts, reclamation districts, and school districts, to split or separate into smaller work orders or projects any work, project, service, or purchase for the purpose of evading laws requiring public works to be done by contract after competitive bidding. Existing law makes that act a misdemeanor if the work order or project is for a city or county. This bill would require that prosecution for a misdemeanor violation of the crimes described above with respect to a city, county, community college district, reclamation district, or school district, or with respect to a public agency whose governing board has by resolution elected to become subject to specified uniform construction cost accounting procedures and has notified the Controller of that election, commence within 3 years of the commission of the offense. This bill contains other related provisions and other existing laws.	Watch	<b>Public Safety (text 3/20/2017)</b> <b>Support</b> California District Attorneys Association <b>Oppose</b> None
<a href="#">SB 259</a> <a href="#">Wilk</a> R  Reports.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/28/2017)(May be acted upon Jan 2018)	Existing law generally sets out the requirements for the submission of written reports by public agencies to the Legislature, the Governor, the Controller, and state legislative and other executive entities. This bill would require a written report, as defined, submitted by any state agency or department to the Legislature, a Member of the Legislature, or any state legislative or executive body to include a signed statement by the head of the agency or department declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. This bill contains other related provisions.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 262</a> <a href="#">Wieckowski</a> D  Climate change: climate adaptation: advisory council.	5/18/2017-A. NAT. RES. 5/18/2017-Referred to Com. on NAT. RES.	Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office’s goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.		
<a href="#">SB 263</a> <a href="#">Leyva</a> D  Climate Assistance Centers.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. Existing law requires the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the	Watch	<b>Natural Resources And Water (text 3/21/2017) Support</b> 350 Bay Area American Lung Association of California Amigos de Los Rios Arroyos & Foothills Conservancy Asian Pacific Environmental Network

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		<p>environmental justice benefits of project awards. This bill would require the council, among other things, to establish no less than 10 regional climate assistance centers, as specified, and award competitive grants to eligible entities through an application process, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policies and programming that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money. The bill would require the council and the State Air Resources Board to make a specified report to the Legislature.</p>		<p>Audubon California Bike SGV CalBike California Association of Local Conservation Corps California League of Conservation Voters Central Coast Energy Services Central Valley Air Quality Coalition Coalition for Clean Air COFEM Community Water Center East Yard Communities for Environmental Justice Environmental Defense Fund Fossil Free California Fresno County Economic Opportunities Commission Friends Committee on Legislation of California From Lots to Spots Greenlining Institute GRID Alternatives LA County Bike Coalition LA Neighborhood Land Trust</p>

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				Leadership Counsel for Justice & Accountability Local Government Commission Los Angeles Neighborhood Initiative Los Cerritos Wetlands Land Trust Move LA National Parks Conservation Association Pacific Forest Trust Pacoima Beautiful Public Advocates, Inc. Safe Routes to School National Partnership San Gabriel Mountains Forever SCOPE Sierra Business Council The Nature Conservancy The Watershed Project Transform Trust for Public Lands Valley Vision Voices for Progress Education Fund Wholly H2O

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
				Oppose None
<a href="#">SB 264</a> <a href="#">Nguyen R</a>  High-occupancy toll lanes.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2017)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Existing law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided. This bill would instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a specified schedule. The bill would require these moneys to be spent on specified transportation improvement projects.	Watch	<b>Transportation And Housing (text 4/4/2017)</b> <b>Support</b> None <b>Oppose</b> HNTB Corporation Professional Engineers in California Government Self Help Counties Coalition

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<a href="#">SB 267</a> <a href="#">Pan D</a>  Political Reform Act of 1974: City of Sacramento.	5/22/2017-A. E. & R. 5/22/2017-Referred to Coms. on E. & R. and L. GOV.	Existing law authorizes the Fair Political Practices Commission, upon mutual agreement between the Commission and the Board of Supervisors of the County of San Bernardino, to have primary responsibility for the impartial, effective administration, implementation, and enforcement of a local campaign finance reform ordinance of the County of San Bernardino, as specified. Existing law also authorizes the Fair Political Practices Commission to enter into such an agreement with the City Council of the City of Stockton. This bill would authorize the Commission and the City Council of the City of Sacramento to also enter into such an agreement, as specified. The bill would require, if such an agreement is executed, that the Commission report specified information to the Legislature regarding the performance of that agreement within four years of the date on which the agreement was entered. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 268</a> <a href="#">Mendoza D</a>  Los Angeles County Metropolitan Transportation Authority.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	<p>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 that consists of 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 Los Angeles County Board of Supervisors, and a nonvoting member appointed by the Governor. This bill would delete this requirement and would add the county auditor as a nonvoting member of the board of directors. The bill would also reduce the members of the board of supervisors from 5 to 2 members and would require that one supervisor represent the largest population in the unincorporated area of the County of Los Angeles. The bill would delete the appointment of 2 public members and require the Mayor of the City of Los Angeles to appoint 5 members of the City Council of the City of Los Angeles who represent contiguous clusters of 3 council districts. The bill would require the city council to determine contiguity. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office. This bill contains other existing laws.</p>		<p><b>Oppose:</b></p> <p>San Bernardino CTA            Disabled Veterans Business Alliance            LA Chamber – Sent updated letter            FAST            HDR            County            LA Mayor            LA Latino Chamber            LA/OC Building Trades            Parsons BR            Parsons            Mobility 21            RCTC            City of Glendora            Michael Baker International            Lynn Capouya, Inc.            City of Glendale            Metro Board Chair Fasana Itr to Pro Temp de Leon            Metro Board Chair Fasana Itr            San Fernando Valley COG</p>

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 275</a> <a href="#">Portantino D</a>  Surplus residential property: State Route 710: property taxes: assessments.	6/5/2017-A. H. & C.D. 6/5/2017-Referred to Coms. on H. & C.D. and REV. & TAX.	Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of housing to persons and families of low or moderate income through the sale of specified surplus residential property owned by public agencies. Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. This bill would require surplus residential property purchased at an affordable price pursuant to the procedures described above to be assessed at its affordable price for property tax purposes. The bill would also require surplus residential property purchased at a reasonable price pursuant to the procedures described above to be assessed at its reasonable price for property tax purposes. The bill would provide that these provisions only apply to surplus residential properties for State Route 710, in Los Angeles County. This bill contains other related provisions and other existing laws.		<b>Transportation And Housing (text 2/9/2017)</b> <b>Support</b> City of South Pasadena Jeffrey Prang, Assessor for the County of Los Angeles <b>Oppose</b> None

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<a href="#">SB 337</a> <a href="#">Bates R</a>  Repatriation Infrastructure Fund.	2/23/2017-S. GOV. & F. 4/5/2017-April 5 hearing: Testimony taken. Hearing postponed by committee.	Existing law provides various sources of funding for transportation purposes, including funding for the state highway system, the local street and road system, and public transportation. This bill, until July 1, 2025, would require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States. This bill contains other related provisions.		

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<a href="#">SB 387</a> <a href="#">Jackson D</a>  The False Claims Act.	5/18/2017-A. JUD. 5/18/2017-Referred to Com. on JUD.	Existing law, the False Claims Act, provides that a person who commits any one of several enumerated acts relating to the submission to the state or a political subdivision of the state of a false claim for money, property, or services, as specified, shall be liable to the state or political subdivision for certain damages and a civil penalty. Existing federal law requires the Office of Inspector General, in consultation with the United States Attorney General, to determine whether a state has a false claims act that qualifies the state for a 10-percentage-point increase under the Social Security Act in the state's share of any amounts recovered under that law, by, among other things, imposing a civil penalty that is not less than the amount of the civil penalty authorized under the Federal False Claims Act. Existing federal law, the Federal Civil Penalties Inflation Adjustment Act of 1990, requires federal agencies to adjust the levels of civil monetary penalties for inflation to improve the effectiveness of civil monetary penalties and to maintain their deterrent effect. This bill would specify that the fines imposed for violation of the False Claims Act shall be imposed as adjusted by the Federal Civil Penalties Inflation Adjustment Act of 1990.		<b>Judiciary (text 2/14/2017)</b> <b>Support</b> California Attorney General <b>Oppose</b> None

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<a href="#">SB 389</a> <a href="#">Roth D</a>  Department of Transportation: programmatic testing and inspection services.	6/8/2017-A. TRANS. 6/8/2017-Referred to Com. on TRANS.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including, but not limited to, aggregate qualifications, mix verifications, plant inspections, and laboratory certifications. The bill would authorize the department to assign a nondistributive project identification number for those services, and charge a fee to the requesting party for services performed by the department in order to reimburse the department for its associated costs, which costs shall be payable from the subaccount. The bill would continuously appropriate the moneys in the subaccount to the department for these purposes.		

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<a href="#">SB 400</a> <a href="#">Portantino D</a>  Highways: victim memorial signs.	6/1/2017-A. TRANS. 6/1/2017-Referred to Com. on TRANS. From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	Existing law requires the Department of Transportation to design, construct, place, and maintain, or cause to be designed, constructed, placed, and maintained, "Please Don't Drink and Drive" signs on state highways in memory of accident victims killed in accidents involving another party who was convicted of drunk driving or various other alcohol-related offenses, as specified, if the sign is requested, or consented to, by an immediate family member of the accident victim, and the requester pays a fee to cover the department's costs, as specified. This bill would add, until January 1, 2022, similar provisions to providing for the placement of "Please Drive Safely" signs in memory of victims killed in vehicular accidents unrelated to drugs or alcohol. The bill would limit to 24 the number of signs that may be placed each calendar year under these new provisions, with a maximum of 2 signs per year in each district of the department. The bill would exclude from the meaning of "victim" a party to the accident who operated a vehicle involved in the vehicle accident in violation of any nonalcohol-related or nondrug-related driving offense, but who died in the accident or was not prosecuted because he or she was found to be mentally competent, as specified. The bill would require the department to prepare an evaluation of the program and report its findings and any related recommendations to the Legislature by January 1, 2021.		

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<a href="#">SB 406</a> <a href="#">Leyva D</a>  Vehicles: high-occupancy vehicle lanes: exceptions.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing federal law authorizes a state to allow the use of lanes designated for high-occupancy vehicles (HOVs) by specified vehicles that are not HOVs. Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). A violation of provisions relating to HOV lane use by vehicles, including operating or owning a vehicle displaying a decal, label, or other identifier that was not issued to that vehicle, is a crime. This bill would similarly authorize a blood transport vehicle, as defined, that is transporting blood between collection points and hospitals or storage centers to use HOV lanes, by requiring the department to make available for issuance a distinctive decal, label, or other identifier that clearly distinguishes a blood transport vehicle from other vehicles for purposes of use in those lanes, and would make conforming changes. The bill would require payment of fees for the initial issuance and renewal of a decal, label, or other identifier, as specified. By expanding the scope of existing crimes relating to HOV lane use, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		<b>Transportation And Housing (text 3/23/2017)</b> <b>Support</b> American Red Cross (sponsor) Blood Centers of California Blood Centers of the Pacific Blood Source United Blood Services <b>Oppose</b> None

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<a href="#">SB 414</a> <a href="#">Vidak R</a>  Transportation bonds: highway, street, and road projects.	2/23/2017-S. T. & H. 4/5/2017-April 4 set for first hearing. Failed passage in committee. Reconsideration granted.	<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 California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to transportation projects or other infrastructure projects, 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 5, 2018, statewide primary election.</p>		<p><b>Transportation And Housing (text 2/15/2017) Support</b>            Citizens for California High-Speed Rail Accountability            Community Coalition on High-Speed Rail            DERAILED            Howard Jarvis Taxpayers Association            One individual            Tos Farms Inc.</p> <p><b>Oppose</b>            California Labor Federation</p>

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<a href="#">SB 415</a> <a href="#">Vidak</a> R  High-speed rail: rights-of-way.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/23/2017)(May be acted upon Jan 2018)	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of property necessary for rights-of-way and the disposal of acquired property no longer necessary for that purpose. This bill would require the authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.		<b>Transportation And Housing (text 2/15/2017)</b> <b>Support</b> Citizens for California High-Speed Rail Rail Accountability Community Coalition on High-Speed Rail DERAIL Howard Jarvis Taxpayers Association One individual Tos Farms Inc. <b>Oppose</b> None
<a href="#">SB 421</a> <a href="#">Wiener</a> D  Local government finance: Local Assessment Act.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing law requires persons convicted of specified sex offenses and certain acts of human trafficking for purposes of committing various sex offenses or extortion, as specified, or attempts to commit those offenses, to register with local law enforcement agencies while residing in the state or while attending school or working in the state. Willful failure to register, as required, is a misdemeanor, or a felony, depending on the underlying offense. Existing law requires the Department of Justice to make available to the public information concerning registered sex offenders on an Internet Web site, as specified. Existing law requires that information to include, among	Watch	<b>Public Safety (text 4/17/2017)</b> <b>Support</b> a number of individuals Alameda County Board of Supervisors Alameda County District Attorney's Office Alliance for Constitutional Sex Offense Laws American Civil Liberties Union of

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		<p>other things, whether the offender was subsequently incarcerated for another felony. Existing law also authorizes a person to file an application for exclusion from the Internet Web site and establishes the requirements for exclusion. This bill would instead establish 3 tiers of registration based on specified criteria, for periods of at least 10 years, at least 20 years, and life, respectively, as specified. The bill would establish procedures for termination from the sex offender registry for a registered sex offender who is a tier one or tier two offender and who completes his or her mandated minimum registration period under specified conditions. The bill would require the offender to file a petition at the expiration of his or her minimum registration period and would authorize the district attorney to request a hearing on the petition if the petitioner has not fulfilled the requirement of successful tier completion, as specified. The bill would also authorize a tier three offender who meets specified criteria to petition the court for placement in tier two, as specified. The bill would also revise the criteria for exclusion from the Internet Web site. Existing law requires all basic information stored in state or local criminal offender record information systems to be recorded in the form of specified data elements, including the disposition of the offense. This bill would require that information to include sentence enhancement data elements.</p>		<p>California Asian American Drug Abuse Program Association of Deputy District Attorneys California Association of Code Enforcement Officers California College and University Police Chiefs Association; California Narcotic Officers' Association California Police Chiefs Association California Public Defenders Association California State Association of Counties California State Association of Counties; Courage Campaign East Bay Community Law Center Equality California (EQCA) Family Safety Foundation; Friends Committee on Legislation of California;</p>

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				Immigrant Legal Resource Center; Lawyers' Committee for Civil Rights of the San Francisco Bay Area; Legal Services for Prisoners with Children (LSPC) Los Angeles County Professional Peace Officers Association; Los Angeles Police Protective League; National Employment Law Project; National Housing Law Project; Returning Home Foundation; Riverside Sheriffs Association; Root & Rebound; Rubicon Programs; Voices for Progress Education Fund; <b>Oppose</b> None

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Bill ID/Topic	Location	Summary	Metro Board Approved Position	Recent Support/Oppose
<a href="#">SB 422</a> <a href="#">Wilk</a> R  Transportation projects: comprehensive development lease agreements.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/29/2017)(May be acted upon Jan 2018)	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 make nonsubstantive changes to these provisions by correcting obsolete cross-references.	Sponsor	
<a href="#">SB 513</a> <a href="#">Bradford</a> D  Assault and battery of a public utility worker.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	Existing law makes assault punishable by a fine not exceeding \$1,000, or by imprisonment in the county jail not exceeding 6 months, or by both the fine and imprisonment. Existing law provides for higher fines and longer terms of imprisonment for assaults against specified individuals, including a peace officer engaged in the performance of his or her duties when the person committing the offense knows or reasonably should know that the victim is a peace officer. This bill would make assault of a utility worker, as defined, engaged in the performance of essential service, and the person committing the offense knows or reasonably should know that the victim is a utility		<b>Public Safety (text 2/16/2017)</b> <b>Support</b> Association for Los Angeles Deputy Sheriffs California American Water California Association of Code Enforcement Officers California College and University Police Chiefs Association California District Attorneys Association California Municipal Utilities Association California Narcotic Officers' Association

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<a href="#">SB 513</a> <a href="#">Bradford D</a>  Assault and battery of a public utility worker. (Cont)		worker engaged in the performance of essential service, punishable by a fine not exceeding \$2,000, or by imprisonment in the county jail not exceeding one year, or by both the fine and imprisonment. This bill contains other related provisions and other existing laws.		California Water Association California Water Service Golden State Power Cooperative Los Angeles County Professional Peace Officers Association Los Angeles Police Protective League National Electrical Contractors Association, California Chapter Northern California Power Agency PacifiCorp Riverside Sheriffs' Association Sacramento Municipal Utility District Southern California Gas Company and San Diego Gas & Electric Company (collectively known as the Sempra Energy Utilities) Western Line Constructors <b>Oppose</b> American Civil Liberties Union of California Courage Campaign

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<a href="#">SB 584</a> <a href="#">De León</a> D  California Renewables Portfolio Standard Program.	5/3/2017-S. BUDGET & F.R. 5/3/2017-Re-referred to Com. on B. & F.R.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The Legislature has separately declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030. This bill would revise those legislative findings and declarations to state that the goal of the program is to achieve that 50% target by December 31, 2025, and for all electricity sold at retail to be generated by eligible renewable energy resources by December 31, 2045.		

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<a href="#">SB 591</a> <a href="#">Berryhill</a> R  Motor vehicle fuel tax.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/17/2017)(May be acted upon Jan 2018)	The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would make a nonsubstantive change to this provision.		
<a href="#">SB 594</a> <a href="#">Beall</a> D  Highway Users Tax Account.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2017)(May be acted upon Jan 2018)	Existing law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund. This bill would make nonsubstantive changes to these provisions.		
<a href="#">SB 614</a> <a href="#">Hertzberg</a> D  Public transportation agencies: administrative penalties.	6/5/2017-A. TRANS. 6/5/2017-Referred to Com. on TRANS.	Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Existing law requires these penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the penalties to be deposited with the public transportation agency that issued the citation.		

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<a href="#">SB 639</a> <a href="#">Hertzberg D</a>  Property taxation: assessment: electric generation facilities.	5/26/2017-A. REV. & TAX 5/26/2017-Referred to Com. on REV. & TAX.	Existing property tax law generally requires a county assessor to assess all property subject to general property taxation at its full value, but requires the State Board of Equalization to annually value and assess all of the taxable property within the state that is to be assessed by it pursuant to the California Constitution, which includes, among other things, property, except franchises, owned or used by companies transmitting or selling electricity and property owned or used by other public utilities, as authorized by the Legislature. Existing property tax law authorizes the board to use the principle of unit valuation in valuing properties of a state assessee that are operated as a unit in a primary function of the assessee, and provides for the allocation of property tax assessed value and revenues from the unitary and operating nonunitary property, as defined, of the state assessee among the various counties in which that property is located. Existing property tax law requires the board to annually assess every electric generation facility with a generating capacity of 50 megawatts or more that is owned or operated by an electrical corporation, as defined. Existing property tax law provides an exception from this requirement for qualifying small power production facilities and qualifying cogeneration facilities, as defined by reference to specified federal law. This bill would provide an additional exception for a facility producing power from other than a conventional power source that is an exempt wholesale generator, as defined by reference to specified federal law, thereby requiring that these facilities be assessed by county assessors. By requiring county		

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		<p>assessors to assess certain facilities, this bill would impose a state-mandated local program. Existing property tax law specifies that the above-described provisions relating to assessment of electric generation facilities by the board supersede any contrary regulation in existence as of the effective date of the existing provisions. This bill would delete this specification. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>		

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<a href="#">SB 640</a> <a href="#">Hertzberg D</a>  Taxation.	5/12/2017-S. 2 YEAR 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was GOV. & F. on 3/2/2017)(May be acted upon Jan 2018)	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would make legislative findings regarding responding to pending proposals for federal tax reform and California’s tax climate and would state that the intent of the bill is to make 3 changes to taxation within the state, including broadening the tax base by imposing a modest sales tax on services. This bill would also establish the Retail Sales Tax on Services Fund in the State Treasury and state the intent of the Legislature that moneys in the fund would be appropriated to, among other purposes, provide tax relief to middle- and low-income Californians to offset the effect of a sales tax on services.		

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<a href="#">SB 711</a> <a href="#">Hill D</a>  Electrical corporations and gas corporations: rates and charges.	6/1/2017-A. U. & E. 6/1/2017-Referred to Com. on U. & E.	Existing law establishes in state government the Strategic Growth Council, which is responsible for taking various actions related to supporting the planning and development of sustainable communities, including actions to reduce greenhouse gas emissions, promote water conservation, reduce fuel consumption, encourage infill development, and revitalize urban centers. This bill, until January 1, 2025, would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Strategic Growth Council. The bill would authorize cities, counties, city and counties, enhanced infrastructure financing districts, and community revitalization and investment authorities to apply to the Strategic Growth Council to participate in the program and would authorize the council to approve applications for projects meeting specific criteria on and after July 1, 2018. This bill contains other related provisions and other existing laws.		
<a href="#">SB 732</a> <a href="#">Stern D</a>  General plan: open-space element: agricultural land.	5/31/2017-A. DESK 6/1/2017-In Assembly. Read first time. Held at Desk.	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 land use element and an open-space element. Existing law requires the land use element to, among other things, designate the proposed general distribution and general location and extent of the uses of the land for agricultural use. Existing law requires the open-space element to include a plan for the comprehensive and long-range preservation and conservation of open-space land within the city or county that prepares it. This bill would, upon the next revision of the housing element on or after		

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		<p>January 1, 2018, authorize a city and county to develop an agricultural land component of the open-space element. The bill would require a city or county to comply with specified requirements when preparing that component, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city's or county's jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; and identifying and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives. The bill would authorize the Department of Conservation, to the extent funds are available, to award grants to a city or county to implement these provisions. The bill would, at least 45 days before adopting or amending the open-space element, require a city or county to submit to the department a draft of the agricultural land component prepared pursuant to these provisions, and any maps used in creating that component. The bill would authorize the department to review any drafts submitted, and to provide recommendations to the city or county, as provided. The bill would require the planning agency of a city or county to review, and, if necessary, revise the agricultural land component to identify new information. The bill would require the department to give priority consideration for grants, bond proceeds, and other local assistance provided by the department to a city or county that complies with the provisions described above. This bill contains other existing laws.</p>		

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<a href="#">SB 760</a> <a href="#">Wiener D</a>  Transportation funding: active transportation: complete streets.	4/28/2017-S. 2 YEAR 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/9/2017)(May be acted upon Jan 2018)	(1)Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department’s active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require, on or before January 1, 2018, the department to update the Highway Design Manual to incorporate the “complete streets” design concept, including, but not limited to, a specified guidance for selection of bicycle facilities. This bill contains other related provisions and other existing laws.		

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<a href="#">SB 768</a> <a href="#">Allen</a> D  Transportation projects: comprehensive development lease agreements.	5/26/2017-S. 2 YEAR 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)	Existing law authorizes the Department of Transportation and regional transportation agencies 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. The bill would also make nonsubstantive changes to these provisions by correcting obsolete cross-references.	SUPPORT	
<a href="#">SB 775</a> <a href="#">Wieckowski</a> D  California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.	5/1/2017-S. E.Q. 5/8/2017-May 10 hearing postponed by committee.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board also to consult with local agencies for these purposes.		

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<a href="#">SCA 6</a> <a href="#">Wiener D</a>  Local transportation measures: special taxes: voter approval.	5/25/2017-S. APPR. SUSPENSE FILE 5/25/2017-May 25 hearing: Held in committee and under submission.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.		

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<a href="#">SCA 12</a> <a href="#">Mendoza D</a>  Counties: governing body: county executive.	5/10/2017-S. GOV. & F. 5/10/2017-Referred to Coms. on GOV. & F., E. & C.A., and APPR.	(1)The California Constitution requires that a county charter provide for a governing body of 5 or more members, elected by district, at large, or at large with a requirement that they reside in a district, and provide for the compensation, terms, and removal of members of the governing body. Existing law also requires a general law county to have a board of supervisors consisting of 5 members, and requires, except as provided, each member of the board of supervisors to be elected by the district which the member represents.This measure would, commencing January 1, 2022, in a county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 5,000,000, require, and deem any applicable law, including a county charter, to require, a governing body consisting of a sufficient number of members so as to ensure that each member represents a district containing a population equivalent to no more than 2 districts in the United States House of Representatives. The measure would require that the members of the governing body serve for a term of 4 years and limit election to the governing body to no more than 3 terms. The measure would also provide that, in such a county, the expenditures for the governing body and its staff may not exceed, for any subsequent fiscal year after the release of the census finding that the county has a population of more than 5,000,000, the amount that was allocated for the expenses of the governing body and its staff in the county’s adopted budget for the fiscal year in which that same census was conducted, unless adjusted as provided.This bill contains other	Watch	

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		related provisions and other existing laws.		
<a href="#">SR 18 Cannella</a> R  Relative to Engineers Week.	2/23/2017-S. ADOPTED 2/23/2017-Read. Adopted. (Ayes 40. Noes 0.)	This measure proclaims that In recognition of the services bestowed upon the citizens of the State of California by engineers, the Senate hereby recognizes the week of February 19, 2017, to February 25, 2017, as Engineers Week.		

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BILL/AUTHOR	DESCRIPTION	STATUS
	<b>115<sup>th</sup> Congress is in session and under a Continuing Resolution which funds the Federal Government programs (minus discretionary funded programs) until April 28, 2017.</b>	

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