

**STA 2014 Tracked Legislation**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 278</a> <a href="#">Gatto D</a></p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>ASSEMBLY VETOED 9/25/2014 - Vetoed by the Governor</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2015, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to provide incentives for sustainable fuels produced without food stock or the displacement of food crops. <b>Last Amended on 8/5/2014</b></p>	
<p><a href="#">AB 543</a> <a href="#">Campos D</a></p> <p>California Environmental Quality Act: translation.</p>	<p>ASSEMBLY VETOED 9/25/2014 - Vetoed by the Governor</p>	<p>Existing law, the California Environmental Quality Act, referred to as 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 a lead agency to provide and post specified notices. CEQA requires the Office of Planning and Research to prepare and develop guidelines for the implementation of CEQA and the Secretary of the Natural Resources Agency to certify and adopt those guidelines. This bill would require the office, on or before July 1, 2016, to prepare and develop recommended amendments to the guidelines and the secretary, on or before January 1, 2017, to certify and adopt those amendments to the guidelines to establish criteria for a lead agency to assess the need for translating those notices into non-English languages, as specified. By requiring a lead agency to consider the criteria for translating those notices, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/24/2014</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1720</u></a> <a href="#"><u>Bloom D</u></a></p> <p>Vehicles: bus gross weight.</p>	<p>ASSEMBLY CHAPTERED 8/22/2014 - Chaptered by Secretary of State - Chapter 263, Statutes of 2014.</p>	<p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings. This bill would extend the operation of those exceptions until January 1, 2016, and would also, until January 1, 2016, authorize a transit system to procure a transit bus that exceeds 20,500 pounds if it is incorporating a new fleet class expansion. <b>Last Amended on 6/10/2014</b></p>	
<p><a href="#"><u>AB 1721</u></a> <a href="#"><u>Linder R</u></a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY CHAPTERED 9/21/2014 - Chaptered by Secretary of State - Chapter 526, Statutes of 2014.</p>	<p>Existing federal law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would instead grant a vehicle, eligible under these provisions to use HOV lanes, a toll-free or reduced-rate passage in HOT lanes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/6/2014</b></p>	
<p><a href="#"><u>AB 1783</u></a> <a href="#"><u>Jones-Sawyer D</u></a></p> <p>Public employees' retirement.</p>	<p>ASSEMBLY CHAPTERED 9/28/2014 - Chaptered by Secretary of State - Chapter 724, Statutes of 2014.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2015, whichever is sooner. This bill would extend that exemption with respect to the above-described date to January 1, 2016. This bill contains other related provisions. <b>Last Amended on 8/25/2014</b></p>	
<p><a href="#"><u>AB 1811</u></a> <a href="#"><u>Buchanan D</u></a></p> <p>High-occupancy vehicle lanes.</p>	<p>ASSEMBLY CHAPTERED 7/8/2014 - Chaptered by Secretary of State - Chapter 94, Statutes of 2014.</p>	<p>Existing law authorizes the Sunol Smart Carpool Lane Joint Powers Authority and the Alameda County Congestion Management Agency to conduct, administer, and operate a value pricing high-occupancy vehicle program, on specified highway corridors, that may authorize the entry and use of high-occupancy vehicle lanes by single-occupant vehicles for a fee. Existing law requires that the implementation of the program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes. <b>Last Amended on 4/8/2014</b></p>	

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<p><a href="#">AB 2013</a> <a href="#">Muratsuchi D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY CHAPTERED 9/21/2014 - Chaptered by Secretary of State - Chapter 527, Statutes of 2014.</p>	<p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to 70,000. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/7/2014</b></p>	
<p><a href="#">AB 2090</a> <a href="#">Fong D</a></p> <p>High-occupancy toll lanes: San Diego County and Santa Clara County.</p>	<p>ASSEMBLY CHAPTERED 9/21/2014 - Chaptered by Secretary of State - Chapter 528, Statutes of 2014.</p>	<p>Existing law authorizes the San Diego Association of Governments (SANDAG) to administer and operate high-occupancy toll (HOT) lanes on Interstate 15 and on 2 other transportation corridors within the county, under which single-occupancy vehicles may use high-occupancy vehicle lanes by paying a toll. Existing law similarly authorizes the Santa Clara Valley Transportation Authority (VTA) to administer and operate HOT lanes on 2 state highway corridors within the county. Existing law requires that implementation of the HOT lanes ensure that specified levels of service, described as Level of Service C or D, as specified, be maintained at all times in the high-occupancy lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. Existing law requires SANDAG and VTA to establish, with the assistance of the Department of Transportation, appropriate traffic flow guidelines for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic in the state highway system. This bill would delete the reference to Level of Service C or D, and instead would require SANDAG and VTA to establish, with the consent of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring that optimal use of the HOT lanes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/4/2014</b></p>	
<p><a href="#">AB 2170</a> <a href="#">Mullin D</a></p> <p>Joint powers authorities: common powers.</p>	<p>ASSEMBLY CHAPTERED 9/17/2014 - Chaptered by Secretary of State - Chapter 386, Statutes of 2014.</p>	<p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. <b>Last Amended on 6/17/2014</b></p>	
<p><a href="#">AB 2197</a> <a href="#">Mullin D</a></p> <p>Vehicles: temporary license plates.</p>	<p>ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates. Existing law requires that the license plates be securely fastened to the vehicle for which they are issued. This bill would require the DMV to contract with a private industry partner for the development of a temporary license plate system to enable vehicle dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the DMV. The bill would require the DMV to ensure that the system is operational on or before January 1, 2016. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/23/2014</b></p>	<p>Support 6/11/14</p>

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<p><a href="#">AB 2250</a> <a href="#">Daly D</a></p> <p>Toll facilities: revenues.</p>	<p>ASSEMBLY CHAPTERED 9/20/2014 - Chaptered by Secretary of State - Chapter 500, Statutes of 2014.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies. This bill would require any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes. <b>Last Amended on 6/26/2014</b></p>	
<p><a href="#">AB 2355</a> <a href="#">Levine D</a></p> <p>Local agencies: streets and highways: recycled materials.</p>	<p>ASSEMBLY CHAPTERED 9/26/2014 - Chaptered by Secretary of State - Chapter 609, Statutes of 2014.</p>	<p>Under existing law, local agencies have jurisdiction over certain streets and highways. This bill would require, by January 1, 2017, a local agency that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, sub-base, and pervious backfill materials, or discuss at a regularly scheduled public hearing of the local agency's legislative or other governing body why the standards are not being adopted. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/11/2014</b></p>	
<p><a href="#">AB 2445</a> <a href="#">Chau D</a></p> <p>Community colleges: transportation fees.</p>	<p>ASSEMBLY CHAPTERED 6/25/2014 - Chaptered by Secretary of State - Chapter 63, Statutes of 2014.</p>	<p>Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law also authorizes the governing board of each district to impose various fees, including fees for parking and transportation services that are subject to specified limits. Existing law provides that a district is prohibited from entering into a contract for transportation services provided by a common carrier or a municipally owned transit system and funded by a fee for transportation services, unless a majority of the students of that district approve payment of the fee for that purpose within a specified time period. This bill would specify that a community college district is authorized to enter into a contract for the transportation services described above if a majority of the students of that district, or campus of that district, as appropriate, approve the payment of the fee within the same time period.</p>	
<p><a href="#">AB 2707</a> <a href="#">Chau D</a></p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY CHAPTERED 9/9/2014 - Chaptered by Secretary of State - Chapter 310, Statutes of 2014.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths from 36 to 40 inches, and from 42 to 46 inches. <b>Last Amended on 5/22/2014</b></p>	

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<p><a href="#">AB 2728</a> <a href="#">Perea D</a></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill, notwithstanding these provisions or any other law, until January 1, 2019, would prohibit weight feerevenues from being transferred from the State Highway Account to the Transportation Debt Service Fund , the Transportation Bond Direct Payment Account , or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. <b>Last Amended on 4/24/2014</b></p>	<p>Support 5/14/14</p>
<p><a href="#">SB 469</a> <a href="#">Corbett D</a></p> <p>Vehicles: aerodynamic vehicles.</p>	<p>SENATE CHAPTERED 7/16/2014 - Chaptered by Secretary of State - Chapter 133, Statutes of 2014.</p>	<p>Existing law limits the length of vehicles and combinations of vehicles coupled together. Existing law permits door handles, hinges, cable cinchers, chain binders, aerodynamic devices, and holders for the display of placards warning of hazardous materials to extend 3 inches on each side of the vehicle. Under existing law, any extension or device used to increase the carrying capacity of a vehicle is generally included in measuring the length of a vehicle, subject to certain exceptions. This bill would also permit a tarping system, as defined, and all nonproperty carrying devices or components to extend 3 inches on each side of the vehicle, as specified. The bill would exclude an aerodynamic device, as defined, that extends no more than 5 feet beyond the rear of a vehicle from the calculation of a vehicle's length if the device meets specified conditions, including that the device does not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices. <b>Last Amended on 6/10/2014</b></p>	
<p><a href="#">SB 556</a> <a href="#">Padilla D</a></p> <p>Providers of health and safety labor or services: identification.</p>	<p>SENATE CHAPTERED 9/29/2014 - Chaptered by Secretary of State - Chapter 832, Statutes of 2014.</p>	<p>Existing law specifies the authority of agents in dealing with 3rd persons. The Consumers Legal Remedies Act prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer, as defined, and authorizes specified remedies for a consumer who suffers damages as a result of the use of these methods, acts, or practices. This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform, on or after January 1, 2015, public health and safety labor or services for a public agency from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays specific disclosures. The bill would prohibit a public agency from requiring a person or employee of a nongovernmental entity providing public health and safety labor or services under contract with the public agency to wear a badge containing the logo of the public agency. The bill would also prohibit a nongovernmental entity providing public health and safety labor or services under contract with a public agency from requiring a person or its employee to wear a badge containing the logo of the public agency. This bill would define the term "public health and safety labor or services" to mean fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services. <b>Last Amended on 8/21/2014</b></p>	<p>Monitor 9/11/13</p>

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<p><a href="#">SB 628</a> <a href="#">Beall D</a></p> <p>Enhanced infrastructure financing districts.</p>	<p>SENATE CHAPTERED 9/29/2014 - Chaptered by Secretary of State - Chapter 785, Statutes of 2014.</p>	<p>Existing law authorizes a legislative body of a city, defined to mean a city or a city and county, to establish an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and the agreement of affected taxing entities, as defined. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, that may not be more than 30 years from the date on which the ordinance forming the district is adopted. This bill would additionally authorize the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, upon approval by 55% of the voters; to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, brownfield restoration and other environmental mitigation; the development of projects on a former military base; the repayment of the transfer of funds to a military base reuse authority; the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase; the acquisition, construction, or repair of industrial structures for private use; transit priority projects; and projects to implement a sustainable communities strategy. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/26/2014</b></p>	
<p><a href="#">SB 785</a> <a href="#">Wolk D</a></p> <p>Design-build.</p>	<p>SENATE CHAPTERED 9/30/2014 - Chaptered by Secretary of State - Chapter 931, Statutes of 2014.</p>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws. Existing law also authorizes the formation of special districts, including the Marin Healthcare District and the San Diego Unified Port District. This bill would repeal those authorizations, and enact provisions that would authorize, until January 1, 2025, the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize, until January 1, 2025, the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital, and would authorize the San Diego Unified Port District to use the design-build procurement process for the construction of a building or buildings and improvements directly related to the construction of a building or buildings that exceed \$1,000,000. The bill would require specified information to be verified under penalty of perjury. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/22/2014</b></p>	

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<p><a href="#">SB 792</a> <a href="#">Padilla D</a></p> <p>Administrative regulations: corrosion prevention and mitigation projects.</p>	<p>SENATE VETOED 9/30/2014 - Vetoed by the Governor</p>	<p>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. This bill would require a public entity that awards a contract for construction, alteration, demolition, installation, repair, or maintenance work after January 1, 2017, that is paid for in whole or in part with state funds, to require contractors and subcontractors performing corrosion prevention and mitigation work to comply with specified standards to be adopted by the Director of the Department of Industrial Relations in consultation with the Department of Toxic Substances Control. The bill would also exempt work on sheet metal and ventilation systems and plumbing and piping systems, and precast concrete work that is performed offsite, when the work is performed by specified persons, from the standards adopted under these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/30/2014</b></p>	
<p><a href="#">SB 969</a> <a href="#">DeSaulnier D</a></p> <p>Public works.</p>	<p>SENATE VETOED 9/30/2014 - Vetoed by the Governor</p>	<p>Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group. If a peer review group is established, existing law requires the administering agency to draft a charter, related to the duties of the peer review group. This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. <b>Last Amended on 8/19/2014</b></p>	
<p><a href="#">SB 983</a> <a href="#">Hernandez D</a></p> <p>High-occupancy toll lanes.</p>	<p>ASSEMBLY DEAD 8/15/2014 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was A. APPR. SUSPENSE FILE on 8/14/2014)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2015, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing non-toll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/4/2014</b></p>	

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<p><a href="#">SB 1077</a> <a href="#">DeSaulnier D</a></p> <p>Vehicles: road usage charge pilot program.</p>	<p>SENATE CHAPTERED 9/29/2014 - Chaptered by Secretary of State - Chapter 835, Statutes of 2014.</p>	<p>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. This bill would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program. The bill would also authorize the technical advisory committee to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the technical advisory committee to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the technical advisory committee, to implement a pilot program to identify and evaluate issues related to the potential implementation of an RUC program in California by January 1, 2017. The bill would require the agency to prepare and submit a report of its findings to the technical advisory committee, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2018. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2019. <b>Last Amended on 8/21/2014</b></p>	<p>Watch 6/11/14</p>
<p><a href="#">SB 1151</a> <a href="#">Cannella R</a></p> <p>Vehicles: school zone fines.</p>	<p>SENATE VETOED 9/19/2014 - Vetoed by the Governor</p>	<p>Existing law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. <b>Last Amended on 6/23/2014</b></p>	<p>Support 5/14/14</p>

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<a href="#">SB 1228</a> <a href="#">Hueso D</a>  Trade Corridors Improvement Fund.	SENATE CHAPTERED 9/29/2014 - Chaptered by Secretary of State - Chapter 787, Statutes of 2014.	Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, provides for transfer of \$2 billion of bond proceeds to the Trade Corridors Improvement Fund, created by the bond act, for infrastructure improvements along federally designated Trade Corridors of National Significance, to be allocated by the California Transportation Commission to eligible projects, as specified. This bill would continue the Trade Corridors Improvement Fund in existence for the purpose of receipt and expenditure of revenues from sources other than the bond act. The bill would provide for allocation of these revenues, upon appropriation, by the California Transportation Commission for largely similar purposes as the bond act funds, but would specifically reference, as eligible projects, infrastructure improvements that benefit the state's land ports of entry, seaports, and airports. This bill contains other related provisions. <b>Last Amended on 8/19/2014</b>	
<a href="#">SB 1298</a> <a href="#">Hernandez D</a>  High-occupancy toll lanes.	SENATE CHAPTERED 9/21/2014 - Chaptered by Secretary of State - Chapter 531, Statutes of 2014.	Existing law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would revise and recast these provisions and would extend the program indefinitely. The bill would specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program and clear and concise procedures for law enforcement. The bill would require the agreements to provide for reimbursement of state agencies from toll revenues of the costs incurred in the implementation or operation of the program and the maintenance of state highway facilities in connection with the program and would require remaining revenue to be used for improvements to the transportation corridor from which the revenue was generated. This bill contains other related provisions. <b>Last Amended on 8/19/2014</b>	
<a href="#">SB 1368</a> <a href="#">Wolk D</a>  State highways: relinquishment.	SENATE CHAPTERED 9/9/2014 - Chaptered by Secretary of State - Chapter 315, Statutes of 2014.	Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied. This bill would also authorize the commission to relinquish a park-and-ride lot to a transit district or a joint powers authority formed for purposes of providing transportation services, in the manner described above. <b>Last Amended on 6/16/2014</b>	Sponsor 2/21/14

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1418</a> <a href="#">DeSaulnier D</a></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>SENATE DEAD 8/31/2014 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/1/2014</b></p>	<p>Support 5/14/14</p>
<p><a href="#">SCA 4</a> <a href="#">Liu D</a></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE DEAD 8/31/2014 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. APPR. on 8/29/2013)</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 8/28/2013</b></p>	<p>Support 2/13/13</p>
<p><a href="#">SCA 8</a> <a href="#">Corbett D</a></p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE DEAD 8/31/2014 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was S. APPR. on 8/29/2013)</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition , if the proposition proposing the tax includes certain requirements . The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 5/21/2013</b></p>	<p>Support 2/13/13</p>