

**STA Bill Matrix  
as of Thursday, April 28, 2016**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 33</u></a> <a href="#"><u>Quirk D</u></a></p> <p>Electrical corporations: procurement plans.</p>	<p>SENATE E. U., &amp; C. 1/28/2016 - Re-referred to Coms. on E., U., &amp; C. and E.Q.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, as defined. The Public Utilities Act requires the commission to review and adopt an overall procurement plan for each electrical corporation to meet electricity demand for its customers in accordance with specified elements, incentive mechanisms, and objectives. The act requires the commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination. <b>Last Amended on 9/4/2015</b></p>	
<p><a href="#"><u>AB 156</u></a> <a href="#"><u>Perea D</u></a></p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>SENATE RLS. 4/25/2016 - Withdrawn from committee. Re-referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The 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 requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions. <b>Last Amended on 8/18/2015</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 318</a> <a href="#">Chau D</a></p> <p>Lost money and goods: bicycles: restoration to owner.</p>	<p>SENATE 2 YEAR 7/17/2015 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. Existing law requires, if the reported value of the property is \$250 or more and the owner does not return and claim the property, the police or the sheriff to cause notice of the property to be published, as provided. This bill, until December 31, 2020, would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would authorize a transit agency to utilize alternate unclaimed property procedures with respect to lost or unclaimed bicycles turned in to or held by that public transit agency. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/11/2015</b></p>	
<p><a href="#">AB 326</a> <a href="#">Frazier D</a></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>SENATE L. &amp; I.R. 1/28/2016 - Referred to Com. on L. &amp; I.R.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws. <b>Last Amended on 1/4/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 516</a> <a href="#">Mullin D</a></p> <p>Vehicles: temporary license plates.</p>	<p>SENATE THIRD READING 2/10/2016 - Read second time. Ordered to third reading.</p> <p>4/28/2016 #53 SENATE SEN THIRD READING FILE - ASM BILLS</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach a numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. Existing law authorizes a dealer, as specified, to assess a specified document processing charge on the purchaser or lessee of a vehicle for the preparation and processing of documents, disclosures, and titling, registration, and information security obligations imposed by state and federal law. Existing law generally makes a violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony. This bill would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle, and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates. The bill would authorize the DMV to establish contracts with qualified industry partners to provide these vehicle sale reporting and temporary license plate services . This bill contains other related provisions and other existing laws. <b>Last Amended on 7/16/2015</b></p>	<p>Support (Board Action: 4/23/15)</p>
<p><a href="#">AB 620</a> <a href="#">Hernández,</a> <a href="#">Roger D</a></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>SENATE T. &amp; H. 2/18/2016 - Referred to Com. on T. &amp; H.</p>	<p>Existing law authorizes a value-pricing and transit development 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 require LACMTA to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws. <b>Last Amended on 1/27/2016</b></p>	

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<p data-bbox="142 240 241 332"><a href="#">AB 779</a> <a href="#">Garcia,</a> <a href="#">Cristina D</a></p> <p data-bbox="142 365 315 483">Transportation: congestion management program.</p>	<p data-bbox="344 240 625 418">SENATE APPR. 8/25/2015 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p data-bbox="632 240 1801 881">Existing law requires the development, adoption, and updating of a congestion management program with specified elements for each county that includes an urbanized area, as defined. The program is required to contain specified elements and to be submitted to regional agencies, as defined, for determination of whether the program is consistent with regional transportation plans. The regional agency is then directed to monitor the implementation of all elements of each congestion management program. Existing law defines "infill opportunity zone" for purposes of the above-described provisions to mean a specified area designated by a city or county according to certain provisions and that is within a specified distance of a major transit stop or high-quality transit corridor. This bill would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. The bill would also require the program to analyze the relationship between local land use decisions and regional transportation systems, instead of analyzing impacts of the land use decisions on the transportation systems. The bill would delete existing law's prohibition on including an estimate of the costs of mitigating the impacts of interregional travel and the requirement that the program provide credit for local public and private contributions to improvements to regional transportation systems. The bill would also require, to the extent the program identifies capacity enhancements, the evaluation of the potential for capacity enhancement to induce additional travel. To the extent this bill would impose additional duties on local officials relating to the development of a congestion management program, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/19/2015</b></p>	

Bill ID/Topic	Location	Summary	Position
<p data-bbox="142 240 254 298"><a href="#">AB 1550</a> <a href="#">Gomez D</a></p> <p data-bbox="142 334 344 483">Greenhouse gases: investment plan: disadvantaged communities.</p>	<p data-bbox="344 240 606 331">ASSEMBLY APPR. 4/12/2016 - Re-referred to Com. on APPR.</p>	<p data-bbox="632 240 1801 789">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 board to adopt greenhouse gas emission limits and emission reduction measures by regulation, and authorizes the state board to include the use of market-based compliance mechanisms to comply with the regulations. 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 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 the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities and a minimum of 10% to projects located in disadvantaged communities. Existing law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities. This bill would instead require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefitting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level. <b>Last Amended on 4/11/2016</b></p>	
<p data-bbox="142 808 254 867"><a href="#">AB 1572</a> <a href="#">Campos D</a></p> <p data-bbox="142 902 344 954">School transportation.</p>	<p data-bbox="344 808 606 899">ASSEMBLY APPR. 4/25/2016 - Re-referred to Com. on APPR.</p>	<p data-bbox="632 808 1801 1105">Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever in the judgment of the board the transportation is advisable and good reasons exist to do so. This bill would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation. The bill would authorize school districts to contract with a municipally owned transit system to transport pupils if certain conditions are met. By imposing new duties on a local educational agency, the bill would constitute a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/21/2016</b></p>	

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<p><a href="#">AB 1591</a> <a href="#">Frazier D</a></p> <p>Transportation funding.</p>	<p>ASSEMBLY TRANS. 2/1/2016 - Referred to Coms. on TRANS. and REV. &amp; TAX.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. This bill contains other related provisions and other existing laws.</p>	<p>Support (Board Action: 2/10/16)</p>
<p><a href="#">AB 1595</a> <a href="#">Campos D</a></p> <p>Employment: human trafficking training: mass transportation employers.</p>	<p>ASSEMBLY APPR. 4/21/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 20). Re-referred to Com. on APPR.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement in the Department of Industrial Relations for the enforcement of labor laws, and establishes certain obligations on an employer, including, requiring an employer to post specified wage and hour information in a location where it can be viewed by employees. Under existing law, any person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services is guilty of the crime of human trafficking. This bill would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human traffic king. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training. <b>Last Amended on 3/29/2016</b></p>	
<p><a href="#">AB 1640</a> <a href="#">Stone, Mark D</a></p> <p>Retirement: public employees.</p>	<p>ASSEMBLY THIRD READING 4/21/2016 - Read second time. Ordered to third reading.  <b>4/28/2016 #93 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS</b></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 certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.</p>	

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<a href="#">AB 1746</a> <a href="#">Stone, Mark D</a>  Transit buses.	SENATE RLS. 4/14/2016 - In Senate. Read first time. To Com. on RLS. for assignment.	Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, and imposes other conditions and requirements. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 7 entities described above, subject to the same conditions and requirements. Two years after commencing the operation of the program, the bill would require a participating entity, in conjunction with the department and the Department of the California Highway Patrol, to submit a report to the Legislature that includes specified information about the program. The bill would also require the participating entity to post the report on its Internet Web site to enable the public to access the report. This bill contains other existing laws. <b>Last Amended on 3/30/2016</b>	
<a href="#">AB 1780</a> <a href="#">Medina D</a>  Greenhouse Gas Reduction Fund: trade corridors.	ASSEMBLY APPR. SUSPENSE FILE 4/20/2016 - In committee: Set, first hearing. Referred to APPR. suspense 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 adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 20% of the annual proceeds of the fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines , thereby making an appropriation. <b>Last Amended on 3/28/2016</b>	

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<p><a href="#">AB 1815</a> <a href="#">Alejo D</a></p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>ASSEMBLY APPR. 4/12/2016 - Re-referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The 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 requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined. The bill would require the agency to provide technical assistance to eligible communities based on a specified priority. This bill contains other related provisions. <b>Last Amended on 4/11/2016</b></p>	
<p><a href="#">AB 1833</a> <a href="#">Linder R</a></p> <p>Transportation projects: environmental mitigation.</p>	<p>ASSEMBLY APPR. 4/26/2016 - Re-referred to Com. on APPR.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project, as defined, 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, subject to certain exceptions. The bill would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard. <b>Last Amended on 4/25/2016</b></p>	
<p><a href="#">AB 1873</a> <a href="#">Holden D</a></p> <p>Office of Planning and Research: Board of Infrastructure Planning, Development, and Finance.</p>	<p>ASSEMBLY APPR. 4/20/2016 - Re-referred to Com. on APPR.</p>	<p>Existing law establishes the Office of Planning and Research within the office of the Governor and further establishes, within the Office of Planning and Research, the Planning Advisory and Assistance Council. Existing law requires the Office of Planning and Research to, among other duties, assist the council engage in the formulation, evaluation, and updating of long-range goals and policies for land use, population growth and distribution, urban expansion, development, open space, resource preservation and utilization, air and water quality, and other factors that shape statewide development patterns and significantly influence the quality of the state's environment. This bill would establish, within the Office of Planning and Research, the Board of Infrastructure Planning, Development, and Finance, to be composed of the Governor, Treasurer, Controller, Secretary of Transportation, Director of General Services, or their designee, one member appointed by the President pro Tempore of the Senate, and one member appointed by the Speaker of the Assembly. The bill would require the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects. <b>Last Amended on 4/19/2016</b></p>	

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<p><a href="#">AB 1886</a> <a href="#">McCarty D</a></p> <p>California Environmental Quality Act: transit priority projects.</p>	<p>ASSEMBLY NAT. RES. 4/21/2016 - In committee: Hearing postponed by committee.</p> <p>5/3/2016 3 p.m. - State Capitol, Room 444 ASSEMBLY NATURAL RESOURCES, WILLIAMS, Chair</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would increase that percentage to 50%. This bill contains other existing laws.</p>	
<p><a href="#">AB 1919</a> <a href="#">Quirk D</a></p> <p>Local transportation authorities: bonds.</p>	<p>ASSEMBLY L. GOV. 4/18/2016 - In committee: Hearing postponed by committee.</p> <p>5/4/2016 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, EGGAN, Chair</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Existing law authorizes the ballot proposition submitted to the voters to include a provision authorizing bonds to be issued that would be payable from the proceeds of the transactions and use tax. Existing law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would instead require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes. <b>Last Amended on 4/4/2016</b></p>	
<p><a href="#">AB 1938</a> <a href="#">Baker R</a></p> <p>Toll facilities: Metropolitan Transportation Commission</p>	<p>ASSEMBLY TRANS. 4/4/2016 - In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to make direct contributions to the commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.</p>	

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<p><a href="#">AB 1964 Bloom D</a></p> <p>High-occupancy vehicle lanes: exceptions.</p>	<p>ASSEMBLY SECOND READING 4/27/2016 - From committee: Do pass. (Ayes 12. Noes 6.) (April 27).</p> <p>4/28/2016 #8 ASSEMBLY SECOND READING FILE -- ASSEMBLY BILLS</p>	<p>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 HOV lanes. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/11/2016</b></p>	
<p><a href="#">AB 2049 Melendez R</a></p> <p>Bonds: transportation.</p>	<p>ASSEMBLY TRANS. 4/12/2016 - In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>	<p>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. 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 \$9 billion in general obligation bonds 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 I 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 projects in the State Transportation Improvement Program and the State Highway Operation and Protection Program, and to fund projects eligible for funding from the Trade Corridors Improvement Fund. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</p>	

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<p><a href="#">AB 2126 Mullin D</a></p> <p>Public contracts: Construction Manager/General Contractor contracts.</p>	<p>ASSEMBLY SECOND READING 4/27/2016 - From committee: Do pass. (Ayes 19. Noes 0.) (April 27).</p> <p>4/28/2016 #11 ASSEMBLY SECOND READING FILE -- ASSEMBLY BILLS</p>	<p>Existing law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. Existing law requires specified information provided to the department pursuant to these provisions to be verified under oath. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services. By expanding this authorization, the bill would expand the scope of the crime of perjury, thus imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2152 Gray D</a></p> <p>Elections: ballots: ballot order.</p>	<p>ASSEMBLY E. &amp; R. 4/27/2016 - In committee: Set, first hearing. Failed passage.</p>	<p>Existing law requires all voting to be by ballot and requires each polling place to provide, at each election at which public officers are to be voted for, but one form of ballot for all candidates for public office, except for partisan primary elections, as specified. Existing law specifies the order of precedence of offices on the ballot and authorizes a county elections official to vary the order for certain offices and measures submitted to the voters, in order to allow for the most efficient use of space on the ballot in counties that use a voting system, as defined. Existing law requires state measures to always precede local measures. This bill, for the November 8, 2016, statewide general election only, would authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions. <b>Last Amended on 3/7/2016</b></p>	
<p><a href="#">AB 2170 Frazier D</a></p> <p>Trade Corridors Improvement Fund: federal funds.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 4/20/2016 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/15/2016</b></p>	<p>Support (Board Action: 4/13/16)</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2222</a> <a href="#">Holden D</a></p> <p>Greenhouse Gas Reduction Fund: Transit Pass Program.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 4/27/2016 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program. This bill would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would require that funding be allocated by the Controller, as specified, upon a determination by the department, that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements. The bill would require the Department of Transportation, in coordination with the State Air Resources Board, to develop guidelines that describe the criteria that eligible transit providers shall use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. The bill would require that at least 30% of the moneys allocated under the Transit Pass Program benefit disadvantaged communities, as specified. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students . This bill contains other related provisions. <b>Last Amended on 4/6/2016</b></p>	
<p><a href="#">AB 2257</a> <a href="#">Maienschein R</a></p> <p>Local agency meetings: agenda: online posting.</p>	<p>ASSEMBLY APPR. 4/26/2016 - Re-referred to Com. on APPR.</p>	<p>The Ralph M. Brown Act enables the legislative body of a local agency to call both regular and special meetings. The act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public and be posted on the local agency' s Internet Web site, if the local agency has one. This bill would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself. The bill would require the link to be on the local agency's Internet Web site homepage, not in a contextual menu on the homepage, and would require the agenda to be posted in an open format that meets specified requirements, including that the agenda is platform independent and machine readable. The bill would make t these provisions applicable on and after January 1, 2019. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/25/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2289</a> <a href="#">Frazier D</a></p> <p>Department of Transportation: capital improvement projects.</p>	<p>ASSEMBLY CONSENT CALENDAR 4/21/2016 - Read second time. Ordered to Consent Calendar.</p> <p>4/28/2016 #194 ASSEMBLY CONSENT CALENDAR 2ND DAY-ASSEMBLY BILLS</p>	<p>Existing law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.</p>	
<p><a href="#">AB 2293</a> <a href="#">Garcia, Cristina D</a></p> <p>California Green Business Program and Green Assistance Program.</p>	<p>ASSEMBLY APPR. 4/27/2016 - From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.</p>	<p>Existing law creates the California Environmental Protection Agency, consisting of various boards, offices, and departments, including the State Air Resources Board and the Department of Toxic Substances Control. This bill would establish the Green Assistance Program within the California Environmental Protection Agency to, among other things, assist small businesses and small nonprofit organizations in applying for moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/27/2016</b></p>	
<p><a href="#">AB 2343</a> <a href="#">Garcia, Cristina D</a></p> <p>Greenhouse Gas Reduction Fund: study.</p>	<p>ASSEMBLY APPR. 4/27/2016 - From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The 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 requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the fund. This bill would require the department to include additional data in that annual report, as specified. <b>Last Amended on 4/27/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2374</a> <a href="#">Chiu D</a></p> <p>Construction Manager/General Contractor method: regional transportation agencies: ramps.</p>	<p>SENATE RLS. 4/11/2016 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law authorizes regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified. The bill would also remove the requirement that the project be developed in accordance with an expenditure plan approved by voters.</p>	
<p><a href="#">AB 2411</a> <a href="#">Frazier D</a></p> <p>Transportation revenues.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 4/20/2016 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>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 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 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.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2415</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> <b>D</b></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>ASSEMBLY APPR. 4/26/2016 - Re-referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The 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, between January 2, 2018, and January 1, 2023, would require no less than 50% of the moneys allocated each year for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck and bus technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck and heavy-duty bus technology that meets or exceeds a specified emission standard, with at least 2/3 of these funds to be allocated to heavy-duty truck projects. The bill would authorize the state board to increase those emission standards based on specified findings. The bill would require the state board to limit the incentives that may be allocated to any one vehicle or engine manufacturer in each year under these provisions to 49% of the moneys available for allocation in that year. The bill would require allocations under these provisions to be made for projects that are shown to achieve the greatest greenhouse gas emissions reductions, as specified. The bill also would require the state board to post on its Internet Web site the results of emissions reductions or benefits. This bill contains other existing laws. <b>Last Amended on 4/25/2016</b></p>	
<p><a href="#">AB 2431</a> <a href="#">Linder</a> <b>R</b></p> <p>California Environmental Quality Act: subsequent projects.</p>	<p>ASSEMBLY PRINT 2/22/2016 - Read first time.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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 make nonsubstantive changes to that provision. This bill contains other existing laws.</p>	
<p><a href="#">AB 2542</a> <a href="#">Gatto</a> <b>D</b></p> <p>Streets and highways: reversible lanes.</p>	<p>ASSEMBLY APPR. 4/19/2016 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.</p>	<p>Existing law provides that the Department of Transportation is in full possession and control of the state highway system. Existing law generally provides for the California Transportation Commission to program available funding for transportation capital projects, other than state highway rehabilitation projects, through the State Transportation Improvement Program, which includes projects recommended by regional transportation planning agencies through the adoption of a regional transportation improvement program and projects recommended by the department through the adoption of an interregional transportation improvement program, as specified. This bill would require the department or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the commission for approval, to demonstrate that reversible lanes were considered for the project. <b>Last Amended on 3/15/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2702</a> <a href="#">Atkins D</a>  Greenhouse gases: study.	ASSEMBLY APPR. 4/19/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (April 18). Re-referred to Com. on APPR.	The Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and 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 conduct a study that outlines best practices and policies for meeting state goals to reduce greenhouse gas emissions. The bill also would authorize the state board to collaborate with air pollution control and air quality management districts. <b>Last Amended on 3/18/2016</b>	
<a href="#">AB 2722</a> <a href="#">Burke D</a>  Transformative Climate Communities Program.	ASSEMBLY APPR. 4/21/2016 - Re-referred to Com. on APPR.	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 from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would create the Transformative Climate Communities Program, to be administered by the council. The bill would provide that, upon appropriation by the Legislature, up to \$250,000,000 shall be available from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities, as defined, that have a demonstrated need for climate, economic, workforce, health, and environmental benefits. This bill contains other existing laws. <b>Last Amended on 4/20/2016</b>	
<a href="#">AB 2742</a> <a href="#">Nazarian D</a>  Transportation projects: comprehensive development lease agreements.	ASSEMBLY APPR. SUSPENSE FILE 4/27/2016 - In committee: Set, first hearing. Referred to APPR. suspense file.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030. The bill would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2847</a> <a href="#">Patterson R</a>  High-Speed Rail Authority: reports.	ASSEMBLY APPR. 4/19/2016 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.	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, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes. <b>Last Amended on 4/11/2016</b>	
<a href="#">AB 2906</a> <b>Committee on Transportation</b>  Transportation: omnibus bill.	ASSEMBLY APPR. 4/19/2016 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.	Existing law authorizes the issuance of commemorative 1984 Olympic reflectorized license plates in lieu of regular license plates, as specified. Existing law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a \$48 registration fee and a \$38 renewal fee for the issuance of the plates. This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above. This bill contains other related provisions and other existing laws.	
<a href="#">ABX11</a> <a href="#">Alejo D</a>  Transportation funding.	ASSEMBLY PRINT 6/24/2015 - From printer.	Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.	Support (Board Action: 7/8/15)
<a href="#">ABX12</a> <a href="#">Perea D</a>  Transportation projects: comprehensive development lease agreements.	ASSEMBLY PRINT 6/26/2015 - From printer.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.	Support (Board Action: 7/8/15)

Bill ID/Topic	Location	Summary	Position
<a href="#">ABX13</a> <a href="#">Frazier D</a>  Transportation funding.	ASSEMBLY CONFERENCE COMMITTEE 9/24/2015 - Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure. <b>Last Amended on 9/3/2015</b>	
<a href="#">ABX14</a> <a href="#">Frazier D</a>  Transportation funding.	SENATE RLS. 9/3/2015 - Referred to Com. on RLS.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	
<a href="#">ABX16</a> <a href="#">Hernández, Roger D</a>  Affordable Housing and Sustainable Communities Program.	ASSEMBLY PRINT 7/17/2015 - From printer.	Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.	
<a href="#">ABX17</a> <a href="#">Nazarian D</a>  Public transit: funding.	ASSEMBLY PRINT 7/17/2015 - From printer.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.	

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>ABX1 8</u></a> <a href="#"><u>Chiu D</u></a>  Diesel sales and use tax.	ASSEMBLY PRINT 7/17/2015 - From printer.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	
<a href="#"><u>ABX1 10</u></a> <a href="#"><u>Levine D</u></a>  Public works: contracts: extra compensation.	ASSEMBLY PRINT 8/20/2015 - From printer.	Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes. This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	
<a href="#"><u>ABX1 13</u></a> <a href="#"><u>Grove R</u></a>  Greenhouse Gas Reduction Fund: streets and highways.	ASSEMBLY PRINT 9/1/2015 - From printer.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.	
<a href="#"><u>ABX1 14</u></a> <a href="#"><u>Waldron R</u></a>  State Highway Operation and Protection Program: local streets and roads: appropriation.	ASSEMBLY PRINT 9/1/2015 - From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 15</a> <a href="#">Patterson</a> R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>ASSEMBLY PRINT 9/1/2015 - From printer.</p>	<p>Existing law appropriates the sum of \$663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support. This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	
<p><a href="#">ABX1 17</a> <a href="#">Achadjian</a> R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>ASSEMBLY PRINT 9/1/2015 - From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	
<p><a href="#">ABX1 18</a> <a href="#">Linder</a> R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY PRINT 9/1/2015 - From printer.</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 Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">ABX1 19</a> <a href="#">Linder R</a>  California Transportation Commission.	ASSEMBLY PRINT 9/1/2015 - From printer.	Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	
<a href="#">ABX1 23</a> <a href="#">Garcia, Eduardo D</a>  Transportation.	ASSEMBLY PRINT 9/5/2015 - From printer.	Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">ABX1 24</a> <a href="#">Levine D</a>  Bay Area Transportation Commission: election of commissioners.	ASSEMBLY PRINT 9/12/2015 - From printer.	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified. This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.	Oppose (Board Action: 10/15/15)

Bill ID/Topic	Location	Summary	Position
<p><a href="#">ACA 4</a> <a href="#">Frazier D</a></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/27/2015 - In committee: Hearing postponed by committee.</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 sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it would become effective immediately upon approval by the voters and would apply to any local measure imposing, extending, or increasing a sales and use tax or transactions and use tax for local transportation projects submitted at the same election. This bill contains other existing laws. <b>Last Amended on 8/17/2015</b></p>	<p>Support (Board Action: 3/11/15)</p>
<p><a href="#">SB 32</a> <a href="#">Pavley D</a></p> <p>California Global Warming Solutions Act of 2006.</p>	<p>ASSEMBLY 2 YEAR 9/11/2015 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and 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 approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/10/2015</b></p>	
<p><a href="#">SB 39</a> <a href="#">Pavley D</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 5/22/2015 - Referred to Com. on TRANS.</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 85,000. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/8/2015</b></p>	
<p><a href="#">SB 86</a> <b>Committee on Budget and Fiscal Review</b></p> <p>Budget Act of 2015.</p>	<p>SENATE INACTIVE FILE 3/7/2016 - Ordered to inactive file on request of Senator Leno.</p>	<p>The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions. <b>Last Amended on 2/22/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 86</a> <b>Committee on Budget and Fiscal Review</b>  Budget Act of 2015.	SENATE INACTIVE FILE 3/7/2016 - Ordered to inactive file on request of Senator Leno.	The Budget Act of 2015 appropriated specified amounts for the support of state government for the 2015-16 fiscal year. This bill would amend the Budget Act of 2015 by adding and amending items of appropriation. This bill contains other related provisions. <b>Last Amended on 2/22/2016</b>	
<a href="#">SB 91</a> <b>Committee on Budget and Fiscal Review</b>  Greenhouse Gas Reduction Fund: investment plan.	ASSEMBLY BUDGET 9/4/2015 - Read third time and amended. Ordered to third reading. Re-referred to Com. on BUDGET pursuant to Assembly Rule 77.2.	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. This bill would express the intent of the Legislature to enact legislation that amends the Budget Act of 2015 to reflect an expenditure plan for moneys in the Greenhouse Gas Reduction Fund that conforms to the 2015 investment plan for the moneys in the fund as adopted by the Legislature. <b>Last Amended on 9/4/2015</b>	
<a href="#">SB 122</a> <a href="#">Jackson D</a>  California Environmental Quality Act: record of proceedings.	ASSEMBLY 2 YEAR 8/28/2015 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/15/2015)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/1/2015</b>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 207</a> <a href="#">Wieckowski D</a>  California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	ASSEMBLY 2 YEAR 7/17/2015 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)	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 the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires a state agency expending moneys from the fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys. <b>Last Amended on 3/24/2015</b>	
<a href="#">SB 254</a> <a href="#">Allen D</a>  Campaign finance: voter instruction.	ASSEMBLY APPR. 4/27/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 27). Re-referred to Com. on APPR.	This bill would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more amendments to the United States Constitution, to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified. The bill would require the Secretary of State to communicate the results of this election to the Congress of the United States. The bill would require the Secretary of State, if prohibited by court order from submitting the voter instruction to the voters at the November 8, 2016, statewide general election, as specified, to submit the voter instruction to the voters at the next occurring election. This bill contains other related provisions. <b>Last Amended on 4/14/2016</b>	Seek Amendments (Board Action: 5/13/15)
<a href="#">SB 321</a> <a href="#">Beall D</a>  Motor vehicle fuel taxes: rates: adjustments.	SENATE INACTIVE FILE 9/11/2015 - Ordered to inactive file on request of Senator Beall.	Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill for the 2016- 17 fiscal year and each fiscal year thereafter would, instead require the board on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws. <b>Last Amended on 8/18/2015</b>	Support In Concept

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 433</a> <a href="#">Berryhill R</a></p> <p>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</p>	<p>ASSEMBLY 2 YEAR 7/17/2015 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was REV. &amp; TAX SUSPENSE FILE on 7/13/2015)</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year , instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/7/2015</b></p>	
<p><a href="#">SB 824</a> <a href="#">Beall D</a></p> <p>Low Carbon Transit Operations Program.</p>	<p>SENATE APPR. 4/20/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 1. Page 3615.) (April 19). Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other existing laws. <b>Last Amended on 4/11/2016</b></p>	
<p><a href="#">SB 903</a> <a href="#">Nguven R</a></p> <p>Transportation funds: loan repayment.</p>	<p>SENATE T. &amp; H. 2/4/2016 - Referred to Com. on T. &amp; H.</p>	<p>Existing law creates the Traffic Congestion Relief Fund, as a continuously appropriated fund, for the purpose of funding a list of transportation projects specified in statute. Existing law provided for the transfer of specified amounts from the General Fund to the Traffic Congestion Relief Fund, beginning in the 2000-01 fiscal year. Existing law also provided for the transfer of a portion of the sales tax on gasoline to the Transportation Investment Fund subsequent to voter approval on March 5, 2002, of Article XIX B of the California Constitution, which thereafter dedicated those sales tax revenues to specified transportation purposes. Existing law required a portion of the revenues in the Transportation Investment Fund to be transferred to the Traffic Congestion Relief Fund. This bill would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 944</a> <b>Committee on Transportation and Housing</b>  Housing omnibus.	SENATE APPR. 4/26/2016 - Set for hearing May 2.  5/2/2016 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair	(1)&ensp;The Mobilehome Residency Law governs tenancies in mobilehome parks and, among other things, authorizes the management of a mobilehome park, under specified circumstances, to either remove the mobilehome from the premises and place it in storage or store the mobilehome on its site. Existing law provides the management with a warehouse lien for these costs and imposes various duties on the management to enforce this lien, including requiring the management to file a notice of disposal with the Department of Housing and Community Development no less than 10 days after the date of sale to enforce the lien against the mobilehome in order to dispose of a mobilehome after a warehouse lien sale, as specified. This bill would instead require the management to file a notice of disposal with the department no less than 30 days after the date of sale to enforce the lien against the mobilehome. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/28/2016</b>	
<a href="#">SB 1066</a> <a href="#">Beall D</a>  Transportation funds: fund estimates.	SENATE CONSENT CALENDAR 4/26/2016 - Read second time. Ordered to consent calendar.  4/28/2016 #65 SENATE SEN CONSENT CALENDAR SECOND LEGISLATIVE DAY	Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the state transportation improvement program, based on the interregional transportation improvement program prepared by the Department of Transportation and the regional transportation improvement programs prepared by regional transportation planning agencies. Existing law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	
<a href="#">SB 1128</a> <a href="#">Glazer D</a>  Commute benefit policies.	ASSEMBLY DESK 4/14/2016 - In Assembly. Read first time. Held at Desk.	Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.	Support (Board Action: 4/13/16)

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1259</a> <a href="#">Runner R</a>  Vehicles: toll payment: veterans.	SENATE APPR. 4/21/2016 - Read second time and amended. Re-referred to Com. on APPR.	Under existing law, a vehicle that enters into or upon a vehicular crossing, as defined, is liable for tolls and other charges prescribed by the California Transportation Commission. Under existing law, it is unlawful to refuse to pay, or to evade or attempt to evade the payment of, tolls or other charges on any vehicular crossing, as defined, or toll highway. A violation of those provisions is subject to civil penalties. Existing law exempts authorized emergency vehicles, as defined, from payment of a toll and related fines under specified conditions. This bill would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes. <b>Last Amended on 4/21/2016</b>	
<a href="#">SB 1383</a> <a href="#">Lara D</a>  Short-lived climate pollutants.	SENATE APPR. 4/22/2016 - Set for hearing May 2.  5/2/2016 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPR OPRIATIONS, LARA, Chair	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The state board is also required to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants, as defined, in the state. This bill would require the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. <b>Last Amended on 4/12/2016</b>	
<a href="#">SB 1398</a> <a href="#">Levva D</a>  Public water systems: lead pipes.	SENATE APPR. 4/21/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (April 20). Re-referred to Com. on APPR.	Existing law requires public water systems to take specified actions to test for and remediate certain contaminants in drinking water, including lead and copper. Existing law prohibits the use of any pipe, pipe or plumbing fitting or fixture, solder, or flux that is not lead free in the installation or repair of any public water system or any plumbing in a facility providing water for human consumption, except as specified. This bill would require a public water system to compile an inventory of lead pipes in use by July 1, 2018, and, after completing the inventory, to provide a timeline for replacement of lead pipes in the system to the board. This bill would require the board to establish best practices to ensure that chemicals introduced into public water systems do not create corrosion or contamination within the system. <b>Last Amended on 3/28/2016</b>	
<a href="#">SB 1405</a> <a href="#">Pavley D</a>  Zero-emission vehicles: transportation systems.	SENATE APPR. 4/21/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 20). Re-referred to Com. on APPR.	Existing law describes the powers and duties of the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to adopt and implement emission standards for new motor vehicles. Existing law authorizes the state board to adopt regulations in furtherance of its powers and duties. This bill would require the state board, by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/13/2016</b>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1443</a> <a href="#">Galgiani D</a></p> <p>Incarcerated persons: health records.</p>	<p>SENATE APPR. 4/26/2016 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law, the Confidentiality of Medical Information Act, prohibits a health care provider, a contractor, or a health care service plan from disclosing medical information, as defined, regarding a patient of the provider or an enrollee or subscriber of the health care service plan without first obtaining an authorization, except as specified. Existing law authorizes a provider of health care or a health care service plan to disclose medical information when, among other things, the information is disclosed to an insurer, employer, health care service plan, hospital service plan, employee benefit plan, governmental authority, contractor, or other person or entity responsible for paying for health care services rendered to the patient, to the extent necessary to allow responsibility for payment to be determined and payment to be made. This bill would additionally authorize the disclosure of information between a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to ensure the continuity of health care of an inmate being transferred between those facilities. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/26/2016</b></p>	
<p><a href="#">SB 1464</a> <a href="#">De León D</a></p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</p>	<p>SENATE APPR. 4/21/2016 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 20). Re-referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs. The bill would also require the investment plan to recommend metrics that would measure progress and benefits from the proposed programmatic investments. This bill contains other existing laws. <b>Last Amended on 4/11/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 1</a> <a href="#">Beall D</a></p> <p>Transportation funding: environmental mitigation: oversight.</p>	<p>SENATE APPR. 4/21/2016 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, by June 30, 2016, of outstanding loans made in previous years from certain transportation funds to the General Fund. The bill would provide that revenues from future adjustments in the applicable portion of the fuel tax rates, the annual vehicle registration fee increase, and the road access charge would also be deposited in the account. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/21/2016</b></p>	<p>Support (Board Action: 7/8/15)</p>
<p><a href="#">SBX1 2</a> <a href="#">Huff R</a></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>SENATE T. &amp; I.D. 9/1/2015 - September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	
<p><a href="#">SBX1 4</a> <a href="#">Beall D</a></p> <p>Transportation funding.</p>	<p>SENATE CONFERENCE COMMITTEE 9/24/2015 - Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure. <b>Last Amended on 9/4/2015</b></p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SBX1 5</a> <a href="#">Beall D</a>  Transportation funding.	ASSEMBLY DESK 9/1/2015 - In Assembly. Read first time. Held at Desk.	Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	
<a href="#">SBX1 7</a> <a href="#">Allen D</a>  Diesel sales and use tax.	SENATE APPR. 9/3/2015 - Read second time and amended. Re-referred to Com. on APPR.	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2015</b>	
<a href="#">SBX1 8</a> <a href="#">Hill D</a>  Public transit: funding.	SENATE APPR. 9/2/2015 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 10</a> <a href="#">Bates R</a></p> <p>Regional transportation capital improvement funds.</p>	<p>SENATE T. &amp; I.D. 9/9/2015 - September 8 hearing: Testimony taken. Hearing postponed by committee.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	
<p><a href="#">SBX1 11</a> <a href="#">Berryhill R</a></p> <p>Environmental quality: transportation infrastructure.</p>	<p>SENATE T. &amp; I.D. 9/4/2015 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; I.D.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/4/2015</b></p>	

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<a href="#">SBX1 12</a> <a href="#">Runner R</a>  California Transportation Commission.	SENATE APPR. 8/20/2015 - Read second time and amended. Re-referred to Com. on APPR.	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/20/2015</b>	
<a href="#">SBX1 13</a> <a href="#">Vidak R</a>  Office of the Transportation Inspector General.	SENATE APPR. 9/3/2015 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded. <b>Last Amended on 9/3/2015</b>	
<a href="#">SBX1 14</a> <a href="#">Cannella R</a>  Transportation projects: comprehensive development lease agreements.	SENATE T. & I.D. 8/17/2015 - August 19 set for first hearing canceled at the request of author.	Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.	

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<a href="#">SCA 5</a> <a href="#">Hancock D</a>  Local government finance.	SENATE GOV. & F. 4/12/2016 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.	The California Constitution provides that all property is taxable, unless exempted by the California Constitution or by federal law. The California Constitution authorizes the Legislature to classify personal property for differential taxation or for exemption by means of a statute approved by a 2/3 vote of the membership of each house. This measure would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/12/2016</b>	
<a href="#">SCAX11</a> <a href="#">Huff R</a>  Motor vehicle fees and taxes: restriction on expenditures.	SENATE APPR. 9/9/2015 - From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.	(1)&ensp;Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.	