

**STA Bill Matrix  
as of Thursday, September 1, 2016**

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 4</u></b> <b><u>Linder R</u></b></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY DE AD 1/15/2016 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	<p>Watch</p>
<p><b><u>AB 23</u></b> <b><u>Patterson R</u></b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>ASSEMBLY DE AD 1/31/2016 - Died pursuant to Article IV, Sec. 10(c) of the Constitution.</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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 33</u></b> <b><u>Quirk D</u></b></p> <p>Electrical corporations: energy storage systems: long duration bulk energy storage resources.</p>	<p>ASSEMBLY ENROLLMENT 8/31/2016 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, as defined. Existing law requires the commission to open a proceeding to determine appropriate targets, if any, for each load-serving entity, as defined, to procure viable and cost-effective energy storage systems to be achieved by December 31, 2020. This bill would require the commission to evaluate and analyze the potential for all types of long duration bulk energy storage resources to help integrate renewable generation into the electrical grid, as specified. <b>Last Amended on 8/19/2016</b></p>	
<p><b><u>AB 318</u></b> <b><u>Chau D</u></b></p> <p>Lost money and goods: bicycles: restoration to owner.</p>	<p>SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was 2 YEAR on 7/17/2015)</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><b><u>AB 326</u></b> <b><u>Frazier D</u></b></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>ASSEMBLY ENROLLED 8/24/2016 - Enrolled and presented to the Governor at 11:45 a.m.</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 either the conclusion of all administrative and judicial review or upon the department receiving written notice from the Labor Commissioner or his or her designee of a settlement or other final disposition of an assessment issued, as specified, or from the authorized representative of the awarding body of a settlement or other final disposition of a notice issued, as specified. This bill contains other existing laws. <b>Last Amended on 6/9/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 471</u></b> <b><u>Harper R</u></b></p> <p>Employment.</p>	<p>ASSEMBLY DE AD 1/22/2016 - Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)</p>	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.</p>	
<p><b><u>AB 584</u></b> <b><u>Cooley D</u></b></p> <p>Public employee retirement systems.</p>	<p>ASSEMBLY DE AD 1/22/2016 - Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/29/2015)</p>	<p>Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard. This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions. <b>Last Amended on 4/6/2015</b></p>	
<p><b><u>AB 620</u></b> <b><u>Hernández,</u></b> <b><u>Roger D</u></b></p> <p>High-occupancy toll lanes: exemptions from tolls.</p>	<p>ASSEMBLY EN ROLLED 8/30/2016 - Enrolled and presented to the Governor at 4 p.m.</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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 626</u></b> <b><u>Chiu D</u></b></p> <p>Public contracts: claim resolution.</p>	<p>ASSEMBLY ENROLLMENT 8/30/2016 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less. This bill would establish, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project. The bill would define a claim as a separate demand by the contractor for one or more of the following: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/19/2016</b></p>	
<p><b><u>AB 779</u></b> <b><u>Garcia,</u></b> <b><u>Cristina D</u></b></p> <p>Local government: financial disclosures.</p>	<p>ASSEMBLY ENROLLMENT 8/30/2016 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law requires a local agency, if it is required to report specified information to the Controller and if it maintains an Internet Web site, to post, in a conspicuous location on its Internet Web site, information on the annual compensation of its elected officials, officers, and employees, as specified. This bill would require a city, county, city and county, or special district, on or before April 30 of each year, to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/3/2016</b></p>	
<p><b><u>AB 945</u></b> <b><u>Ting D</u></b></p> <p>Sales and use taxes: exemption: low-emission vehicles.</p>	<p>ASSEMBLY DE AD 1/31/2016 - Died pursuant to Article IV, Sec. 10(c) of the Constitution.</p>	<p>Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for the storage, use, or other consumption in this state, and provides various exemptions from those taxes. The bill, on and after January 1, 2016, until January 1, 2021, would provide a partial exemption from those taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/20/2015</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1068</u></b> <b><u>Allen, Travis R</u></b></p> <p>California Environmental Quality Act: priority projects.</p>	<p>ASSEMBLY DE AD 1/15/2016 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)</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 authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	
<p><b><u>AB 1098</u></b> <b><u>Bloom D</u></b></p> <p>Transportation: congestion management.</p>	<p>ASSEMBLY DE AD 1/15/2016 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)</p>	<p>(1) Existing law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. The congestion management 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 designated agency is then directed to monitor the implementation of all elements of the congestion management program. The required elements include, among other things, traffic level of service standards for a system of designated highways and roadways, a performance element that includes performance measures, and a 7-year capital improvement program. A city or county is required to prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system and is required to submit its adopted deficiency plan to the designated agency. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a congestion management program by, among other things, requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/26/2015</b></p>	<p>Bay Area CMA Planning Directors are analyzing as 2-year bill</p>

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1265</u></b> <b><u>Perea D</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>ASSEMBLY DE AD 1/22/2016 - Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/29/2015)</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would instead provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions. This bill would also 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. <b>Last Amended on 4/29/2015</b></p>	
<p><b><u>AB 1336</u></b> <b><u>Salas D</u></b></p> <p>Greenhouse gases: Community Climate Improvement Program.</p>	<p>ASSEMBLY DE AD 1/22/2016 - Failed Deadline pursuant to Rule 61(b)(2). (Last location was APPR. SUSPENSE FILE on 1/21/2016)</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. This bill would establish and require the Strategic Growth Council, in coordination with the state board, to administer the Community Climate Improvement Program to provide grants for the development and implementation of regional projects that reduce or sequester greenhouse gas emissions. The bill would require the council, in coordination with the state board, to develop guidelines for the program. The bill would require the council to implement the program with moneys appropriated from the Greenhouse Gas Reduction Fund. <b>Last Amended on 1/14/2016</b></p>	
<p><b><u>AB 1340</u></b> <b><u>Chau D</u></b></p> <p>Vehicles: buses.</p>	<p>ASSEMBLY DE AD 1/22/2016 - Failed Deadline pursuant to Rule 61(b)(2). (Last location was TRANS. on 1/5/2016)</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, the device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits, among other things, the above-described device from extending more than 40 inches from the front body of the bus when fully deployed. This bill would instead prohibit the above-described device from extending more than 40 inches from the front of the bus. <b>Last Amended on 1/4/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1408</u></b> <b><u>Hadley R</u></b></p> <p>Notaries public: fees.</p>	<p>ASSEMBLY DE AD 1/22/2016 - Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)</p>	<p>Existing law prescribes the maximum fees that a notary public may charge for specified services. Existing law prohibits a notary public from charging a fee to notarize signatures on vote by mail ballot identification envelopes or other voting materials or applications by United States military veterans for specified veteran's benefits. This bill would delete the above-described maximum fee limitations for services by a notary public. <b>Last Amended on 3/26/2015</b></p>	
<p><b><u>AB 1550</u></b> <b><u>Gomez D</u></b></p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p>	<p>ASSEMBLY EN ROLLMENT 8/31/2016 - In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Enrolling and Enrolling.</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, 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 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, as defined, and a minimum of 10% to projects located in those disadvantaged communities. Existing law authorizes the allocation of 10% for projects located in disadvantaged communities to 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 (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities. This bill contains other related provisions. <b>Last Amended on 8/23/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1552</u></b> <b><u>Allen, Travis R</u></b></p> <p>Public contracts: state and local agencies: businesses engaged in boycott.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. PRINT on 1/4/2016)</p>	<p>Existing law requires that contracts between private parties and public entities, defined to include specified local entities, contain various specified provisions. This bill would, with certain exceptions, prohibit a public entity from entering into a contract to acquire or dispose of goods, services, information technology, or construction unless the contract includes a representation that the contractor is not currently engaged in, and an agreement that the contractor will not during the duration of the contract engage in, the boycott, as defined, of a person or an entity based in or doing business with a jurisdiction with which the state can enjoy open trade, defined as a state that is a member of the World Trade Organization. The bill would specify that these provisions constitute a matter of statewide concern. This bill contains other related provisions and other existing laws.</p>	
<p><b><u>AB 1555</u></b> <b><u>Gomez D</u></b></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was BUDGET on 5/4/2016)</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. This bill would appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund for the 2016-17 fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities. <b>Last Amended on 3/28/2016</b></p>	
<p><b><u>AB 1569</u></b> <b><u>Steinorth R</u></b></p> <p>California Environmental Quality Act: exemption: existing transportation infrastructure.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. NAT. RES. on 4/5/2016)</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 exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions. <b>Last Amended on 3/28/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1572</u></b> <b><u>Campos D</u></b></p> <p>School transportation.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/4/2016)</p>	<p>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>	
<p><b><u>AB 1591</u></b> <b><u>Frazier D</u></b></p> <p>Transportation funding.</p>	<p>ASSEMBLY TRANS. &amp; TAX. 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>

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1595</u></b> <b><u>Campos D</u></b></p> <p>Employment: human trafficking training: mass transportation employers.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</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><b><u>AB 1610</u></b> <b><u>Committee on</u></b> <b><u>Budget</u></b></p> <p>Transportation.</p>	<p>ASSEMBLY INA CTIVE FILE 8/24/2016 - Ordered to inactive file at the request of Assembly Member Ting.</p>	<p>Existing law authorizes the California Infrastructure and Economic Development Bank to sell specified portions of compact assets, defined as moneys required to be paid to the state under specified provisions of designated tribal compacts and the state's rights to receive those payments, to a special purpose trust, which may issue bonds that are secured against those assets. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. Existing law requires that when the amounts described in those provisions have been paid to the transportation funds named, the revenues received by the state from the tribal compacts are required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/13/2016</b></p>	
<p><b><u>AB 1640</u></b> <b><u>Stone, Mark D</u></b></p> <p>Retirement: public employees.</p>	<p>SENATE INACT IVE FILE 8/29/2016 - Ordered to inactive file at the request of Senator Monning.</p>	<p>The California Public Employees&amp;rsquo; 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. The bill would exempt these employees from PEPRA without regard to date of hire upon issuance of a specified federal district court decision. <b>Last Amended on 6/20/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1707</u></b> <b><u>Linder R</u></b></p> <p>Public records: response to request.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. L. GOV. on 3/29/2016)</p>	<p>The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. Existing law requires an agency to justify withholding any record by demonstrating that the record is exempt under express provisions of the act or that the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. This bill would require the written response demonstrating that the record in question is exempt under an express provision of the act also to identify the type or types of record withheld and the specific exemption that justifies withholding that type of record. Because local agencies would be required to comply with this new requirement, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/28/2016</b></p>	
<p><b><u>AB 1717</u></b> <b><u>Hadley R</u></b></p> <p>Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 4/12/2016)</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 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 various purposes, including 10% for the Transit and Intercity Rail Capital Program administered by the Transportation Agency and 25% for certain components of the initial operating segment and Phase I Blended System of the high-speed rail project as described in the 2012 business plan adopted by the High-Speed Rail Authority. This bill would reappropriate the 25% share of the annual proceeds of the fund designated for the high-speed rail project to the Transportation Agency for the Transit and Intercity Rail Capital Program under specified conditions. The bill would make legislative findings and declarations. <b>Last Amended on 3/18/2016</b></p>	
<p><b><u>AB 1746</u></b> <b><u>Stone, Mark D</u></b></p> <p>Transit buses.</p>	<p>SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was T. &amp; H. on 5/24/2016)</p>	<p>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 8 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 5/24/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1780</u></b> <b><u>Medina D</u></b></p> <p>Greenhouse Gas Reduction Fund: trade corridors.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/20/2016)</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 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></p>	
<p><b><u>AB 1815</u></b> <b><u>Alejo D</u></b></p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</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 5/2/2016</b></p>	
<p><b><u>AB 1833</u></b> <b><u>Linder R</u></b></p> <p>Transportation projects: environmental mitigation.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1873</u></b> <b><u>Holden D</u></b></p> <p>Office of Planning and Research: Board of Infrastructure Planning, Development, and Finance.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</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>	
<p><b><u>AB 1886</u></b> <b><u>McCarty D</u></b></p> <p>California Environmental Quality Act: transit priority projects.</p>	<p>SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was E.Q. on 6/9/2016)</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, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%. This bill contains other existing laws. <b>Last Amended on 5/11/2016</b></p>	
<p><b><u>AB 1919</u></b> <b><u>Quirk D</u></b></p> <p>Local transportation authorities: bonds.</p>	<p>ASSEMBLY EN ROLLED 8/22/2016 - Enrolled and presented to the Governor at 4 p.m.</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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 1938</u></b> <b><u>Baker R</u></b></p> <p>Toll facilities: Metropolitan Transportation Commission</p>	<p>ASSEMBLY DE AD 5/6/2016 - Failed Deadline pursuant to Joint Rule 61(b)(6). (Last location was TRANS. on 4/4/2016)</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>	
<p><b><u>AB 1964</u></b> <b><u>Bloom D</u></b></p> <p>High-occupancy vehicle lanes: vehicle exceptions.</p>	<p>SENATE THIRD READING 8/17/2016 - Read second time and amended. Ordered to third reading.</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 8/17/2016</b></p>	
<p><b><u>AB 1982</u></b> <b><u>Bloom D</u></b></p> <p>California Transportation Commission: membership.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 4/13/2016)</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Senate Committee on Rules and the Speaker of the Assembly. In addition, 2 members of the Legislature are appointed as nonvoting ex officio members. This bill would expand the membership of the commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, communities with diverse racial and ethnic populations and communities with low-income populations. <b>Last Amended on 4/12/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2006</u></b> <b><u>Mullin D</u></b></p> <p>State Board of Equalization: contracting authority: local tax collection.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. REV. &amp; TAX on 2/29/2016)</p>	<p>Existing law allows the State Board of Equalization, when requested by the legislative body of any county, city, or city and county or the assessor to render advisory or other service, to contract, at not less than cost and subject to regulations approved by the Director of General Services, to render such services. This bill would provide that those services include the collection and remittance to a legislative body of any county, city, or city and county of a tax imposed by that legislative body.</p>	
<p><b><u>AB 2049</u></b> <b><u>Melendez R</u></b></p> <p>Bonds: transportation.</p>	<p>ASSEMBLY TR ANS. 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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2094</u></b> <b><u>Obernolte R</u></b></p> <p>Transportation: Greenhouse Gas Reduction Fund: state and local transportation funds.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 4/12/2016)</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, for purposes relating to greenhouse gas emissions reduction. This bill, beginning in the 2016-17 fiscal year, would transfer \$1 billion annually from the Greenhouse Gas Reduction Fund to the Retail Sales Tax Fund, subject to specified conditions, and would state that the transferred revenues shall be considered part of the revenues allocated to local transportation funds from the Retail Sales Tax Fund. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the Retail Sales Tax Fund for allocation to state highway and local street and road purposes. The bill would make legislative findings and declarations in that regard. This bill contains other existing laws. <b>Last Amended on 3/18/2016</b></p>	
<p><b><u>AB 2126</u></b> <b><u>Mullin D</u></b></p> <p>Public contracts: Construction Manager/Gener al Contractor contracts.</p>	<p>ASSEMBLY EN ROLLED 8/25/2016 - Enrolled and presented to the Governor at 5 p.m.</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><b><u>AB 2152</u></b> <b><u>Gray D</u></b></p> <p>Elections: ballots: ballot order.</p>	<p>ASSEMBLY E. &amp; R. 5/31/2016 - From committee: Without further action pursuant to Joint Rule 62(a).</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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2170</u></b> <b><u>Frazier D</u></b></p> <p>Trade Corridors Improvement Fund: federal funds.</p>	<p>ASSEMBLY ENROLLMENT 8/31/2016 - In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.</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 8/17/2016</b></p>	<p>Support (Board Action: 4/13/16)</p>
<p><b><u>AB 2222</u></b> <b><u>Holden D</u></b></p> <p>Transit Pass Program: free or reduced-fare transit passes.</p>	<p>SENATE DEAD 8/12/2016 - Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)</p>	<p>Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, the California State University, under the administration of the Trustees of the California State University, and the University of California, under the administration of the Regents of the University of California, as the 3 segments of public postsecondary education in this state. Each of these segments is authorized to provide instruction and other services to the students who attend the institutions under their respective jurisdictions. Existing law also 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 establish the Transit Pass Program to be administered by the Department of Transportation with moneys made available, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants. The bill would exempt those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions. <b>Last Amended on 8/2/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2257</u></b> <b><u>Maienschein R</u></b></p> <p>Local agency meetings: agenda: online posting.</p>	<p>ASSEMBLY ENROLLED 8/26/2016 - Enrolled and presented to the Governor at 4:30 p.m.</p>	<p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act further 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 for a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an Internet Web site to be posted on the local agency's primary Internet Web site homepage accessible through a prominent, direct link, as specified. The bill would exempt a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an Internet Web site from this requirement if it has an integrated agenda management platform that meets specified requirements, including, among others, that the current agenda is the first agenda available at the top of the integrated agenda management platform. The bill would authorize an integrated agenda management platform to include prior meeting agendas, as specified. The bill would require any agenda posted pursuant to these provisions to be in an open format that meets specified requirements, including, among others, that the agenda is platform independent and machine readable. The bill would also define terms for these purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/22/2016</b></p>	
<p><b><u>AB 2343</u></b> <b><u>Garcia, Cristina D</u></b></p> <p>Greenhouse Gas Reduction Fund: study.</p>	<p>ASSEMBLY DEAD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</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><b><u>AB 2348</u></b> <b><u>Levine D</u></b></p> <p>Department of Finance: infrastructure investment.</p>	<p>ASSEMBLY ENROLLMENT 8/26/2016 - In Assembly. Ordered to Engrossing and Enrolling.</p>	<p>Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws. <b>Last Amended on 5/27/2016</b></p>	
<p><b><u>AB 2374</u></b> <b><u>Chiu D</u></b></p> <p>Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges.</p>	<p>ASSEMBLY ENROLLMENT 8/25/2016 - Senate amendments concurred in. To Engrossing and Enrolling.</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 the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency. The bill would also remove the requirement that a project be developed in accordance with an expenditure plan approved by voters. This bill contains other related provisions. <b>Last Amended on 8/17/2016</b></p>	
<p><b><u>AB 2398</u></b> <b><u>Chau D</u></b></p> <p>Transportation: state highways.</p>	<p>ASSEMBLY DEADLINE 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 3/28/2016)</p>	<p>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 commission with specified powers, duties, and functions relative to transportation matters. Existing law authorizes the commission to select, adopt, and determine the location for state highways, and to allocate available moneys for the construction, improvement, or maintenance of the highways. This bill would require the commission, every 5 years, to report to the Speaker of the Assembly, the President pro Tempore of the Senate, and the chairs of specified committees the number of selections, adoptions, and location determinations for state highways undertaken and the amount of moneys allocated for the construction, improvement, or maintenance of the highways. <b>Last Amended on 3/18/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2411</u></b> <b><u>Frazier D</u></b></p> <p>Transportation revenues.</p>	<p>SENATE DEAD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was T. &amp; H. on 6/9/2016)</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, on July 1, 2017, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would, on July 1, 2017, 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. <b>Last Amended on 5/27/2016</b></p>	
<p><b><u>AB 2415</u></b> <b><u>Garcia,</u></b> <b><u>Eduardo D</u></b></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</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 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 5/3/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2431</u></b> <b><u>Linder R</u></b></p> <p>California Environmental Quality Act: subsequent projects.</p>	<p>ASSEMBLY DE AD 5/6/2016 - Failed Deadline pursuant to Joint Rule 61(b)(6). (Last location was PRINT on 2/19/2016)</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><b><u>AB 2432</u></b> <b><u>Brown D</u></b></p> <p>Designated state and local truck routes and services.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 3/8/2016)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law requires the department, among other things, to develop, in cooperation with local and regional transportation entities, the full potential of all resources and opportunities that are now, and may become, available to the state and to regional and local agencies for meeting California's transportation needs, as specified. This bill would require the department to prepare an inventory of all state and locally designated truck routes and services, publish or cause to be published a statewide Truck Route Network Internet Web site, and prepare a plan and schedule for addressing all inefficiencies and truck transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. The bill would require the department to submit the plan and schedule, together with the cost estimates, to the Governor and the Legislature not later than July 1, 2019. This bill contains other existing laws.</p>	
<p><b><u>AB 2452</u></b> <b><u>Quirk D</u></b></p> <p>California Council on Science and Technology: contracting.</p>	<p>ASSEMBLY DE AD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. A. &amp; A.R. on 4/14/2016)</p>	<p>Existing law generally requires contracts by the state for the acquisition of goods and services be awarded pursuant to various procedures and requirements. Existing law exempts specified projects and types of contracts from those procedures and requirements. The California Council on Science and Technology is a nonpartisan, impartial, not-for-profit corporation, created in 1988 by legislative resolution. This bill would authorize state entities, as defined, to enter into contracts with the council for the council's assistance in translating scientific studies to inform public policy. The bill would require that a contract between the entity and the council be entered into on a noncompetitive bid basis and would exempt the contract from state contracting procedures and requirements. <b>Last Amended on 4/11/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2542</u></b> <b><u>Gatto D</u></b></p> <p>Streets and highways: reversible lanes.</p>	<p>ASSEMBLY ENROLLED 8/25/2016 - Enrolled and presented to the Governor at 5 p.m.</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>	
<p><b><u>AB 2702</u></b> <b><u>Atkins D</u></b></p> <p>Greenhouse gases: study.</p>	<p>ASSEMBLY DEADLINE 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)</p>	<p>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></p>	
<p><b><u>AB 2722</u></b> <b><u>Burke D</u></b></p> <p>Transformative Climate Communities Program.</p>	<p>ASSEMBLY ENROLLMENT 8/31/2016 - In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.</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. This bill would create the Transformative Climate Communities Program, to be administered by the council. The bill would require the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. The bill would require the council to develop guidelines and selection criteria for the implementation of the program. The bill would require the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the environmental justice benefits of project awards. This bill contains other existing laws. <b>Last Amended on 8/31/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>AB 2742</u></b> <b><u>Nazarian D</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>ASSEMBLY DE AD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/27/2016)</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law 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.</p>	
<p><b><u>AB 2847</u></b> <b><u>Patterson R</u></b></p> <p>High-Speed Rail Authority: reports.</p>	<p>ASSEMBLY EN ROLLED 8/29/2016 - Enrolled and presented to the Governor at 4 p.m.</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, 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 5/23/2016</b></p>	
<p><b><u>ABX1 1</u></b> <b><u>Alejo D</u></b></p> <p>Transportation funding.</p>	<p>ASSEMBLY PRI NT 6/24/2015 - From printer.</p>	<p>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.</p>	<p>Support (Board Action: 7/8/15)</p>
<p><b><u>ABX1 2</u></b> <b><u>Perea D</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>ASSEMBLY PRI NT 6/26/2015 - From printer.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	<p>Support (Board Action: 7/8/15)</p>

Bill ID/Topic	Location	Summary	Position
<p><b><u>ABX1 3</u></b> <b><u>Frazier D</u></b></p> <p>Transportation funding.</p>	<p>ASSEMBLY 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 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></p>	
<p><b><u>ABX1 4</u></b> <b><u>Frazier D</u></b></p> <p>Transportation funding.</p>	<p>SENATE RLS. 9/3/2015 - Referred to Com. on RLS.</p>	<p>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.</p>	
<p><b><u>ABX1 6</u></b> <b><u>Hernández,</u></b> <b><u>Roger D</u></b></p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>ASSEMBLY PRINT 7/17/2015 - From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
<p><b><u>ABX1 7</u></b> <b><u>Nazarian D</u></b></p> <p>Public transit: funding.</p>	<p>ASSEMBLY PRINT 7/17/2015 - From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>ABX1 8</u></b> <b><u>Chiu D</u></b></p> <p>Diesel sales and use tax.</p>	<p>ASSEMBLY PRINT 7/17/2015 - From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	
<p><b><u>ABX1 10</u></b> <b><u>Levine D</u></b></p> <p>Public works: contracts: extra compensation.</p>	<p>ASSEMBLY PRINT 8/20/2015 - From printer.</p>	<p>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.</p>	
<p><b><u>ABX1 13</u></b> <b><u>Grove R</u></b></p> <p>Greenhouse Gas Reduction Fund: streets and highways.</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 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.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>ABX1 14</u></b> <b><u>Waldron R</u></b></p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>ASSEMBLY PRI NT 9/1/2015 - From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for 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.</p>	
<p><b><u>ABX1 15</u></b> <b><u>Patterson R</u></b></p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>ASSEMBLY PRI NT 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><b><u>ABX1 17</u></b> <b><u>Achadjian R</u></b></p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>ASSEMBLY PRI NT 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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>ABX1 18</u></b> <b><u>Linder R</u></b></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY PRI NT 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>	
<p><b><u>ABX1 19</u></b> <b><u>Linder R</u></b></p> <p>California Transportation Commission.</p>	<p>ASSEMBLY PRI NT 9/1/2015 - From printer.</p>	<p>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.</p>	
<p><b><u>ABX1 23</u></b> <b><u>Garcia,</u></b> <b><u>Eduardo D</u></b></p> <p>Transportation.</p>	<p>ASSEMBLY PRI NT 9/5/2015 - From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified. This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>ABX1 24</u></b> <b><u>Levine D</u></b></p> <p>Bay Area Transportation Commission: election of commissioners.</p>	<p>ASSEMBLY PRINT 9/12/2015 - From printer.</p>	<p>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.</p>	<p>Oppose (Board Action: 10/15/15)</p>
<p><b><u>ACA 4</u></b> <b><u>Frazier D</u></b></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY APPROVAL PR. 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>

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 1</u></b> <b><u>Gaines R</u></b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>SENATE DEAD 2/1/2016 - Returned to Secretary of Senate pursuant to Joint Rule 56.</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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	
<p><b><u>SB 5</u></b> <b><u>Vidak R</u></b></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>SENATE DEAD 2/1/2016 - Returned to Secretary of Senate pursuant to Joint Rule 56.</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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 16</u></b> <b><u>Beall D</u></b></p> <p>Transportation funding.</p>	<p>SENATE DEAD 2/1/2016 - Died on file pursuant to Joint Rule 56.</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 provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds. 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 attribute to a \$0.10 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of the \$0.12 per gallon increase in the diesel fuel excise tax imposed by the bill, a \$0.10 per gallon storage tax on motor vehicle fuel and \$0.10 of the \$0.12 per gallon storage tax on diesel fuel 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, commercial vehicle weight fees redirected over a 5-year period from debt service on general obligation transportation bonds, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/1/2015</b></p>	<p>Support</p>
<p><b><u>SB 32</u></b> <b><u>Pavley D</u></b></p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>SENATE ENROLLED 8/26/2016 - Enrolled and presented to the Governor at 12:30 p.m.</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 approve 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 ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill contains other related provisions. <b>Last Amended on 8/19/2016</b></p>	
<p><b><u>SB 39</u></b> <b><u>Pavley D</u></b></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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 86</u></b>  <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>	
<p><b><u>SB 91</u></b>  <b>Committee on Budget and Fiscal Review</b></p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>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.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act 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></p>	
<p><b><u>SB 122</u></b>  <b>Jackson D</b></p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>SENATE ENROLLED  8/30/2016 - Enrolled and presented to the Governor at 1:30 p.m.</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. 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 8/15/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 158</u></b> <b><u>Huff R</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>SENATE DEAD 1/15/2016 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would authorize the department or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions. <b>Last Amended on 3/26/2015</b></p>	
<p><b><u>SB 194</u></b> <b><u>Cannella R</u></b></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE DEAD 1/22/2016 - Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)</p>	<p>Existing law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.</p>	
<p><b><u>SB 207</u></b> <b><u>Wieckowski D</u></b></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY DE AD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was 2 YEAR on 7/17/2015)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act 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></p>	
<p><b><u>SB 321</u></b> <b><u>Beall D</u></b></p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>SENATE INACTIVE FILE 6/27/2016 - Ordered to inactive file on request of Senator Beall.</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 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></p>	<p>Support In Concept</p>

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 391</u></b> <b><u>Huff R</u></b></p> <p>Assault and battery: transit employees.</p>	<p>SENATE DEAD 1/15/2016 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)</p>	<p>(1)&amp;ensp;Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/21/2015</b></p>	
<p><b><u>SB 433</u></b> <b><u>Berryhill R</u></b></p> <p>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</p>	<p>ASSEMBLY DE AD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was 2 YEAR on 7/17/2015)</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><b><u>SB 529</u></b> <b><u>Pan D</u></b></p> <p>Transportation funding: Downtown/Riverfront Streetcar Project.</p>	<p>SENATE DEAD 2/1/2016 - Returned to Secretary of Senate pursuant to Joint Rule 56.</p>	<p>Existing law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project. <b>Last Amended on 4/14/2015</b></p>	
<p><b><u>SB 698</u></b> <b><u>Cannella R</u></b></p> <p>Active Transportation Program: school zone safety projects.</p>	<p>SENATE DEAD 1/15/2016 - Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)</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 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. 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 would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 824</u></b> <b><u>Beall D</u></b></p> <p>Low Carbon Transit Operations Program.</p>	<p>SENATE ENROLLED 8/30/2016 - Enrolled and presented to the Governor at 1:30 p.m.</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 require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds. The bill would authorize a recipient transit agency that does not submit an expenditure for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year for a maximum of 4 years. 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, 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 8/18/2016</b></p>	<p>Support (Board Action: 5/11/16)</p>
<p><b><u>SB 838</u></b> <b><u>Committee on Budget and Fiscal Review</u></b></p> <p>Transportation.</p>	<p>SENATE ENROLLED 8/26/2016 - Enrolled and presented to the Governor at 12:30 p.m.</p>	<p>Existing law authorizes the California Infrastructure and Economic Development Bank to sell specified portions of compact assets, defined as moneys required to be paid to the state under specified provisions of designated tribal compacts and the state's rights to receive those payments, to a special purpose trust, which may issue bonds that are secured against those assets. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. Existing law requires that when the amounts described in those provisions have been paid to the transportation funds named, the revenues received by the state from the tribal compacts are required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/10/2016</b></p>	<p>Support (Board Action: 7/13/16)</p>

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 901</u></b> <b><u>Bates R</u></b></p> <p>Transportation projects: Advanced Mitigation Program.</p>	<p>SENATE DEAD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was S. T. &amp; H. on 2/4/2016)</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 would require the department to set aside certain amounts of future appropriations for this purpose.</p>	
<p><b><u>SB 903</u></b> <b><u>Nguyen R</u></b></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>	
<p><b><u>SB 944</u></b> <b>Committee on Transportation and Housing</b></p> <p>Housing omnibus.</p>	<p>SENATE ENROLLMENT 8/29/2016 - Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.</p>	<p>Existing law, the Contractors' State License Law, provides for the licensure and regulation of contractors by the Contractors' State License Board. Existing law imposes specified requirements on home improvement contracts and service and repair contracts. Existing law makes it a misdemeanor for a person to engage in the business or act in the capacity of a contractor without a license and provides certain exemptions from that licensure requirement, including exemptions for owner-builders, as specified. This bill would provide an additional exemption for a nonprofit corporation providing assistance to an owner-builder who is participating in a mutual self-help housing program, as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/18/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 1066</u></b> <b><u>Beall D</u></b></p> <p>Highway safety.</p>	<p>ASSEMBLY DE AD 8/12/2016 - Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)</p>	<p>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 (FAST) Act of 2015. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/29/2016</b></p>	
<p><b><u>SB 1128</u></b> <b><u>Glazer D</u></b></p> <p>Commute benefit policies.</p>	<p>SENATE ENRO LLED 8/24/2016 - Enrolled and presented to the Governor at 5 p.m.</p>	<p>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.</p>	<p>Support (Board Action: 4/13/16)</p>

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 1141</u></b> <b><u>Moorlach R</u></b></p> <p>State highways: transfer to local agencies: pilot program.</p>	<p>SENATE DEAD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was S. T. &amp; H. on 4/5/2016)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties with respect to operation, maintenance, and improvement of state highways. Existing law authorizes the California Transportation Commission to exercise various powers and duties on transportation matters, including the allocation of certain transportation capital improvement funds available to the state. This bill would require the department to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, may be selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county. The bill would require the commission to administer and oversee the pilot program and to select the county or counties participating in the program by January 1, 2018, from applications received, but would provide that participation of a county in the pilot program is voluntary. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program. The bill would provide that its provisions shall become inoperative on January 15, 2018, if the commission is unable to select at least one county to participate in the pilot program because no county has submitted an application to the commission . <b>Last Amended on 4/5/2016</b></p>	
<p><b><u>SB 1259</u></b> <b><u>Runner R</u></b></p> <p>Vehicles: toll payment: veterans.</p>	<p>ASSEMBLY DE AD 7/1/2016 - Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was V. A. on 6/1/2016)</p>	<p>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></p>	
<p><b><u>SB 1320</u></b> <b><u>Runner R</u></b></p> <p>California Transportation Commission.</p>	<p>SENATE DEAD 4/22/2016 - Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was S. T. &amp; H. on 3/3/2016)</p>	<p>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.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 1383</u></b> <b><u>Lara D</u></b></p> <p>Short-lived climate pollutants: methane emissions: dairy and livestock: organic waste: landfills.</p>	<p>SENATE ENROLLMENT 8/31/2016 - In Senate. Concurrence in Assembly amendments pending. Re-referred to Com. on RLS. pursuant to Senate Rule 29.10(d). From committee: Be re-referred to Com. on E.Q. pursuant to Senate Rule 29.10(d). (Ayes 5. Noes 0.) Re-referred to Com. on E.Q. From committee: That the Assembly amendments be concurred in. (Ayes 5. Noes 2.) Assembly amendments concurred in. (Ayes 25. Noes 12.) Ordered to engrossing and enrollment.</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 approve 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. The bill also would establish specified targets for reducing organic waste in landfills. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/31/2016</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 1398</u></b> <b><u>Levva D</u></b></p> <p>Public water systems: lead user service lines.</p>	<p>SENATE ENROLLMENT 8/31/2016 - Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.</p>	<p>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 known lead user service lines in use in its distribution system and identify areas that may have lead user service lines in use in its distribution system by July 1, 2018. This bill would require a public water system, after completing the inventory, to provide a timeline for replacement of known lead user service lines in the distribution system to the State Water Resources Control Board. This bill would require, by July 1, 2020, a public water system with areas that may have lead user service lines in use in its distribution system to either determine the existence or absence of lead user service lines in these areas and provide that information to the board or provide a timeline for replacement of the user service lines whose content cannot be determined. This bill would require the board to approve a replacement timeline, as specified. <b>Last Amended on 8/18/2016</b></p>	
<p><b><u>SB 1405</u></b> <b><u>Pavley D</u></b></p> <p>Zero-emission vehicles: transportation systems.</p>	<p>SENATE DEAD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/16/2016)</p>	<p>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></p>	
<p><b><u>SB 1443</u></b> <b><u>Galgiani D</u></b></p> <p>Incarcerated persons: health records.</p>	<p>SENATE DEAD 5/27/2016 - Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/9/2016)</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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SB 1464</u></b> <b><u>De León D</u></b></p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</p>	<p>SENATE ENROLLMENT 8/30/2016 - In Senate. Ordered to engrossing and enrolling.</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>	
<p><b><u>SBX1 1</u></b> <b><u>Beall D</u></b></p> <p>Transportation funding.</p>	<p>SENATE APPR. 8/29/2016 - 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. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.17 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/29/2016</b></p>	<p>Support (Board Action: 7/8/15)</p>

Bill ID/Topic	Location	Summary	Position
<p><b><u>SBX1 2</u></b> <b><u>Huff R</u></b></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><b><u>SBX1 3</u></b> <b><u>Vidak R</u></b></p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>SENATE DEAD 9/14/2015 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election. <b>Last Amended on 8/17/2015</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SBX1 4</u></b> <b><u>Beall D</u></b></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>	
<p><b><u>SBX1 4</u></b> <b><u>Beall D</u></b></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>	
<p><b><u>SBX1 5</u></b> <b><u>Beall D</u></b></p> <p>Transportation funding.</p>	<p>ASSEMBLY DESK 9/1/2015 - In Assembly. Read first time. Held at Desk.</p>	<p>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.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SBX1 6</u></b> <b><u>Runner R</u></b></p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>SENATE DEAD 9/14/2015 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</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 delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.</p>	
<p><b><u>SBX1 7</u></b> <b><u>Allen D</u></b></p> <p>Diesel sales and use tax.</p>	<p>SENATE APPR. 9/3/2015 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, 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></p>	
<p><b><u>SBX1 8</u></b> <b><u>Hill D</u></b></p> <p>Public transit: funding.</p>	<p>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.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SBX19</u></b> <b><u>Moorlach R</u></b></p> <p>Department of Transportation.</p>	<p>SENATE DEAD 9/14/2015 - Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>	
<p><b><u>SBX110</u></b> <b><u>Bates R</u></b></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>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SBX1 11</u></b> <b><u>Berryhill R</u></b></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>	
<p><b><u>SBX1 12</u></b> <b><u>Runner R</u></b></p> <p>California Transportation Commission.</p>	<p>SENATE APPR. 8/20/2015 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>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></p>	
<p><b><u>SBX1 13</u></b> <b><u>Vidak R</u></b></p> <p>Office of the Transportation Inspector General.</p>	<p>SENATE APPR. 9/3/2015 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded. <b>Last Amended on 9/3/2015</b></p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SBX1 14</u></b> <b><u>Cannella R</u></b></p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>SENATE T. &amp; I.D. 8/17/2015 - August 19 set for first hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
<p><b><u>SCA 5</u></b> <b><u>Hancock D</u></b></p> <p>Local government finance.</p>	<p>SENATE GOV. &amp; F. 4/12/2016 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; F.</p>	<p>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></p>	
<p><b><u>SCAX1 1</u></b> <b><u>Huff R</u></b></p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>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.</p>	<p>(1)&amp;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.</p>	

Bill ID/Topic	Location	Summary	Position
<p><b><u>SCAX11</u></b> <b><u>Huff R</u></b></p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>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.</p>	<p>(1)&amp;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.</p>	