

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 21, 2015

Reference No.: 4.1
Action

From: WILL KEMPTON
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

ISSUE:

- 1) Does the California Transportation Commission (Commission) have comments on the legislation identified and monitored by staff as presented in Attachment A?
 - ✓ September 11th was the last day for each house to pass bills in the Regular Session.
 - ✓ October 11th was the last day for the Governor to act on all bills on his desk.
 - ✓ The First Extraordinary Session Conference Committee met on October 16th in Sacramento, and is meeting again on October 21st in Ontario.
 - ✓ Staff is tracking 110 bills, identified in the attachments, based on criteria approved by the Commission.
- 2) Should the Commission focus its attention from the dozens of bills currently being tracked to the handful of bills that both more fully meet the Commission's approved criteria and into which the Commission can provide helpful input?

RECOMMENDATION:

Staff recommends that the Commission:

- 1) Accept the staff report and provide direction to staff on legislation of interest.

BACKGROUND:

September 11th was the deadline for the Legislature to pass regular session bills and send them to the Governor for action this year. Any bill not sent to the Governor, not held under submission in the Senate or Assembly Appropriations Committees, and not failing to achieve the necessary number of votes either in a committee or on either floor, is technically a two-year bill and may continue to move through the process in the second year of the two-year session. The Governor had until October 11th to either sign, veto, or take no action on every bill the Legislature enrolled and sent to his desk. Of the 942 enrolled bills, Governor Brown signed 808 and vetoed 133.

Focusing the Commission's Efforts

At its December 2009 meeting, the Commission approved criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration. An over-arching criterion is that a bill must directly affect transportation on a
STATE OF CALIFORNIA CALIFORNIA TRANSPORTATION COMMISSION

statewide basis. Existing Commission policy states that bills meeting one or more of the criteria, provided below, will be brought forward to the Commission for consideration.

- Funding/Financing - funding or a funding mechanism for transportation (capital and operations).
- Environmental Mitigation - implementation of greenhouse gas emissions reduction and transportation (e.g., AB 32), and/or involve the environmental process and transportation (e.g., CEQA).
- Planning - implementation of transportation and land use and planning (e.g., SB 375).
- Project Delivery - changes to the way transportation projects are delivered.

Additional criteria for bringing a bill forward include:

- Direct Impact to Commission - changes in Commission responsibility, policy impact or operations.
- Commissioner Request - recommended by a Commissioner for consideration by the Commission at its next regularly scheduled meeting.

The Commission is statutorily responsible for advising and assisting the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. Tracking and adopting positions on legislation as it moves through the legislative process is an important part of this responsibility. Tracking bills and providing input, however, requires staff resources. Over the past several years, the increased number of bills Commission staff is tracking and trying to influence has grown. The Commission tracked 51 bills in 2011-12, but did not take a position of support or opposition on any bill. For the 2013-14 legislative session, the Commission tracked 124 bills and took positions on 12. Halfway through the 2015-16 session, the Commission is currently tracking 110 bills and has taken positions on 11, including special session bills. While most of the tracked bills in 2011-12 met a number of the Commission's evaluation criteria, many of the 2015 bills only marginally meet even one identified criterion.

In order to strategically utilize staff resources, as well as more effectively advise and assist the Legislature with developing statewide transportation policy, staff proposes to focus the Commission's efforts on bills that more fully meet the adopted evaluation criteria. In this way staff can spend less time managing the tracking systems and spreadsheets and more time recommending positions to the Commission, working with legislative staff to improve existing bills, and attempting to accomplish the Commission's statewide transportation policy goals.

Attachment A is a list of the bills the Commission has been monitoring that made it to the Governor's desk and their outcomes. Attachment B is a list of all remaining bills, as well as suggested edits to the list based on staff's recommended focus of attention and resources.

Status of the First Extraordinary Session

Per the Governor's Proclamation made on June 16th, a Special Extraordinary Session of the Legislature convened on June 19th to address transportation infrastructure funding. A number of special session bills were introduced in both the Assembly and the Senate – some related to transportation infrastructure funding and others not related at all. In order to increase revenues, the Legislature must pass legislation with a supermajority, which has to include some Republican votes.

By the end of the regular session there was not a proposal that could muster the necessary two-thirds vote of either house. As a result, the Speaker and Pro Tem appointed a Conference Committee to continue working on the issue during the legislative interim recess.

The legislative joint rules that define conference committees describe a different procedure than the typical legislative committee process. Conference committees are technically for instances when the two houses cannot agree on the version of a bill. In this case, the Assembly and Senate refused to concur in amendments to non-substantive spot bills in order to create the conference committee. While typically a committee hears a number of bills and votes on those bills or amends them before passage, a conference committee does not hear bills. Therefore the bills introduced in both the Assembly and the Senate are no longer relevant nor will they be presented and discussed in the conference committee hearings. Instead, the conference committee will discuss the problem and potential solutions, and if an agreement can be agreed upon then the committee will issue and deliver to the desk of each house a “conference report.” Unlike a regular bill, the conference report cannot be amended on the floor. Both houses then vote on the report, and if it musters the necessary two-thirds vote in both houses then it is considered passed and a bill reflecting the report will be sent to the Governor for his signature or veto.

There are a few other items of interest involving the current state of the special session. First, the full Legislature is not scheduled to convene again until January 4th, 2016. Unless the leaders of both houses call their members back during the interim recess, no vote on a conference report will occur in 2015. Second, if a conference report makes it to the desks of the legislative houses, there will almost surely be more than one supermajority vote required because a number of rules will have to be waived in order to take up the report. Finally, should a majority of conference committee members decide to send a conference report to the respective floors of each house, any dissenting member of the conference committee may attach to the report a dissenting report describing his or her objection to the conference report.

Nevertheless, the conference committee met on October 16th in Sacramento and is planning to meet again on October 21st in Ontario. At the October 16th hearing the committee was provided with an outline of transportation funding needs, the Governor’s unofficial proposal, and the cost pressures that make it impossible for the ultimate solution to be revenue from the General Fund. In addition, the hearing included a presentation from the Legislative Analyst’s Office with a description and comparison of the different solutions being discussed. Finally, the committee heard from various parties including Chair Dunn and Commissioner Earp in his role as a leader of a transportation coalition in support of the Governor’s proposal.

Next steps for the conference committee are unclear, but staff will keep the Commission apprised of any new developments.

Federal Legislation Update

On July 30, 2015, the U.S. Senate passed the “Developing a Reliable and Innovative Vision for the Economy” (DRIVE) Act and sent it to the House. This bill represents a 6-year, comprehensive surface transportation proposal that authorizes federal highway, highway safety, and transit programs. Overall, the DRIVE Act authorizes surface transportation funding for highways, highway safety, transit, and passenger rail at \$361 billion between FY 2016 and FY 2021, at an

average of \$64.2 billion per year. Of this amount, \$341 billion would receive contract authority derived from the Highway Trust Fund; the remaining \$19.8 billion is from the General Fund. While the authorized funding levels represent a slight increase over current funding levels, the DRIVE Act provides enough revenue to keep the Highway Trust Fund solvent for only the first three years of the bill, from FY 2016 to 2018.

Meanwhile, the House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) announced on October 14th that the Committee has scheduled a markup of surface transportation reauthorization legislation for Thursday, October 22nd. Chairman Shuster said, “Our nation’s economy depends on a safe, efficient surface transportation system, and one of the Transportation Committee’s priorities is to address the needs of the system. The Committee will move forward with the policy and authorization provisions to improve America’s surface transportation infrastructure, reform programs, refocus those programs on national priorities, provide more flexibility and certainty for state and local partners, and welcome innovation.”

The most recent extension of MAP-21, passed in August, ends on October 29th.

Uncertainty over Positive Train Control (PTC) Implementation – In late 2008, Congress mandated the installation of PTC on certain lines that carry passengers or toxic-by-inhalation chemicals by December 31st of this year. PTC installation involves extensive construction and procurement of components and communications equipment on both locomotives and along over 60,000 miles of rail track.

As of September 2015, no railroad in the country has yet met the legal requirements for complying with the PTC mandate. It looks unrealistic to expect any railroad to meet the deadline by the end of this year. Most of the delay is attributable to the fact that PTC is a complex and new technology in the US. Not only do railroads have to develop new components and equipment, but they have to test the technology first in a laboratory environment and then in the field before it can be installed across the network. Although over \$5.5 billion in private funds have already been spent implementing the technology, the federal Government Accountability Office estimates that most railroads need an additional 1-5 years to meet the legal requirements for implementation.

If railroads do not meet the current deadline, it appears that many railroads will be forced to stop service until they can meet the PTC mandate. Citing multiple reasons, including concerns over insurance coverage and exposure to tort or other commercial liability, multiple railroads have stated that they will suspend freight rail and/or passenger rail service unless Congress extends the PTC implementation deadline.

The DRIVE Act includes an extension to the PTC mandate deadline. Proponents for the DRIVE Act hope that pressure to enact the extension will add to the overall pressure and lead to the 6-year authorization’s passage. Others suggest that, short of that happening, the extension will be passed either way. Congress does not want to be responsible for shutting down an important component of the nation’s goods movement and passenger rail system.

SUMMARY OF SIGNIFICANT BILLS:

There are a number of regular session bills of interest to the Commission that are either still active in the legislative process or have completed their journey to the Governor's desk. The status of these bills are as follows:

Bills Signed Into Law:

AB 194 (Frazier, D) High Occupancy Toll Lanes – Authorizes regional transportation agencies or Caltrans to apply to the Commission to develop and operate high occupancy toll (HOT) lanes or other toll facilities.

Adopted Position: Support

AB 914 (Brown, D) High Occupancy Toll Lanes – Authorizes San Bernardino County Transportation Commission to develop and operate an express lane network within the county.

Position: Monitor

SB 64 (Liu, D) – California Transportation Plan – Requires the Commission to review recommendations in the California Transportation Plan, providing specific, action-oriented, and pragmatic recommendations to the Legislature and the Governor beginning in 2015 and every 5 years thereafter, as well as to include in the Annual Report to the Legislature specific, action-oriented, and pragmatic recommendations for transportation system improvements annually.

Position: Monitor

Bills Vetoed by the Governor:

AB 464 (Mullin, D) Sales Tax: Minimum Combined Rate – Among other things, increased the maximum combined sales tax rate in a county for measures approved as of January 1, 2016. The Governor's veto message indicates that he may be open to raising the maximum rate for individual counties but not for all counties in the state at once.

Position: Monitor

AB 1043 (Salas, D) State Highway Route 43 – Added Route 43 to the existing list of interregional routes. The Governor's veto message (similar to his message two years ago for the same bill) indicates that he cannot sign this bill because Caltrans has determined that Route 43 is not an interregional route.

Position: Monitor

Two-Year Bills:

AB 227 (Alejo, D) Transportation Funding – Among other things, this bill returns the weight fees to the State Highway Account from the General Fund.

Status: Assembly Budget Committee

Adopted Position: Support

SB 16 (Beall, D) Transportation Funding – Among other things, creates the Road Maintenance and Rehabilitation Program to address deferred highway and local road maintenance. This bill was the template for SBIX-1 (Beall) in the Special Session.

Status: Senate Floor

Adopted Position: Support

SB 254 (Allen, D) State Highways: Relinquishment – Authorizes the Commission to relinquish to a local government a portion of the state highway system if Caltrans enters into an agreement with the city or county. This bill essentially cuts the Legislature out of relinquishments, streamlining the existing process.

Status: Assembly Transportation Committee

Adopted Position: Support in Concept

SB 321 (Beall, D) Motor Vehicle Fuel Taxes: Rate Adjustment – Requires the State Board of Equalization (BOE) to adjust the price-based excise tax rate to reflect the estimate made by the board based on the average fuel price over the previous 4 fiscal years and the estimated price for the current fiscal year.

Status: Senate Floor

Adopted Position: Support in Concept

SCR 45 (Berryhill, R) Joe Levy Memorial Highway – Re-designates a portion of State Highway Route 41 in the County of Fresno as the Joe Levy Memorial Highway, instead of the Dwight D. Eisenhower Memorial Freeway, and adjusts the portion of State Highway Route 41 designated as the Dwight D. Eisenhower Memorial Freeway.

Status: Assembly Appropriations

Adopted Position: Support

Dead Bills:

AB 1265 (Perea, D) Transportation Projects: Comprehensive Development – Eliminated the sunset date for authorization of Caltrans and regional transportation agencies to enter into public-private partnership (P3) agreements.

Status: Held on Suspense in Assembly Appropriations Committee

Adopted Position: Support

ACA 4 (Frazier, D) Local Government Transportation Taxes – This constitutional amendment lowered the voter threshold to pass local transportation sales tax measures from two-thirds (66.6 percent) to 55 percent.

Status: Held on Suspense in Assembly Appropriations Committee

Adopted Position: Support

Attachment A - Status of all the bills the Commission has been monitoring that made it to the Governor's desk

Attachment B – List of all remaining bills, as well as suggested edits to the list based on staff's recommended focus of attention and resources

ATTACHMENT A

Bill #	Author	Title	Description	Status
ENACTED BILLS				
<u>AB 2</u>	Alejo (D - Watsonville)	Community Revitalization Authority	Authorizes local governments to create Community Revitalization and Investment Authorities to use tax increment revenue to improve the infrastructure, assist businesses, and support affordable housing in disadvantaged communities. <i>Chapter 319, Statutes of 2015</i>	Chapter 319, Statutes of 2015
<u>AB 93</u>	Weber (D - San Diego)	Budget Act of 2015	Appropriations for support of state government for the 2015-16 FY	Chapter 10, Statutes of 2015
<u>AB 95</u>	Assembly Budget Committee	Transportation Trailer Bill	Among other provisions, raises the cap from 70,000 to 85,000 on the “green sticker” Clean Air Vehicle Program, which allows certain vehicles to access HOV lanes with a single occupant. (See also SB 39.) <i>Chapter 12, Statutes of 2015</i>	Chapter 12, Statutes of 2015
<u>AB 157</u>	Levine (D - San Rafael)	Richmond-San Rafael Bridge	Allows an environmental review to be completed concurrently with the design work for a project opening the third lane in each direction on the Richmond-San Rafael Bridge. <i>Chapter 393, Statutes of 2015</i>	Chapter 393, Statutes of 2015
<u>AB 194</u>	Frazier (D- Oakley)	High Occupancy Toll Lanes	Authorizes regional transportation agencies and Caltrans to develop high-occupancy toll lanes and other toll facilities without limitation. Status: Governor-Enrolled	Chapter 687, Statutes of 2015
<u>AB 208</u>	Bigelow (R - O'Neals)	Vehicles: Highway: Lane Use	Aims to clarify the slow-moving vehicle statute, which provides that when a slow-moving vehicle has five or more vehicles in line behind it on a two-lane highway, and passing is unsafe because of oncoming traffic or other conditions, it must turn off the roadway at the nearest safe turnout to allow other vehicles to pass.	Chapter 265, Statutes of 2015
<u>AB 218</u>	Melendez (R - Lake Elsinore)	State Highway Route 74	Authorizes the CTC to relinquish to Riverside County a segment of SR 74 between Lake Elsinore and Perris.	Chapter 553, Statutes of 2015
<u>AB 323</u>	Olsen (R - Modesto)	Environmental Quality Act: Exemption	Amends the California Environmental Quality Act that exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, if the project activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements to extend the above exemption indefinitely.	Chapter 52, Statutes of 2015
<u>AB 652</u>	Cooley (D - Rancho Cordova)	State Highway Route 16: Relinquishment	Authorizes the CTC to relinquish segments of SR 16 in the City of Rancho Cordova as well as in the unincorporated portion of Sacramento County.	Chapter 630, Statutes of 2015
<u>AB 692</u>	Quirk (D - Hayward)	Low-Carbon Transportation Fuels	Requires 3% of the aggregate amount of bulk transportation fuel purchased by state agencies to be procured from very low-carbon fuel sources. Defines “very low-carbon transportation fuel” as a liquid or gaseous fuel having not more than 40% of the CI of the closest comparable petroleum fuel for that year.	Chapter 588, Statutes of 2015
<u>AB 810</u>	Ridley-Thomas (D - Los Angeles)	State Highway Routes 1 and 187	Authorizes the CTC to relinquish to the City of Los Angeles a portion of SR 1, as well as all of SR 187.	Chapter 561, Statutes of 2015
<u>AB 877</u>	Chu (D - San Jose)	Transportation: Property-Acquisition	Makes nonsubstantive changes to existing law which provides that when the Department of Transportation or the High-Speed Rail Authority acquires title to real property for highway or high-speed rail purposes, and leases that property for commercial or business uses to the former owner for a term exceeding 6 months, the department or authority, may secure fire insurance for the property. Amends existing law that created the State Transportation Commission and provided for the Commission's membership. Expands the Commission's membership with additional Assembly and Senate members as ex officio nonvoting members. States the intent of the Legislature to enact legislation to find a funding stream to supplement the fuel excise tax for transportation infrastructure projects in the State.	Chapter 265, Statutes of 2015

ATTACHMENT A

Bill #	Author	Title	Description	Status
<u>AB 914</u>	Brown (D - San Bernardino)	Toll Facilities: County of San Bernardino	Grants the San Bernardino County Transportation Commission authority to develop high-occupancy toll lanes and other facilities, under certain conditions.	Chapter 702, Statutes of 2015
<u>AB 1164</u>	Gatto (D - Glendale)	State Highways: Evaluation and Rating Water Conservation	Relates to state highways and performance measures for the expenditure of funds for major capital improvements. Requires an evaluation and rating of the overall quality of the state highway system. Requires a report to specified committees of the Legislature in that regard. Requires the department of transportation to post the report on its Internet Web site. Requires the conduction of an annual evaluation and rating of the overall quality of the state highway system and resources needed to provide a system in good repair. Requires a report to specified Committees of the Legislature in that regard. Requires the Department of Transportation to post the report on its Internet Web site. This bill has been gutted and amended to address water conservation and is no longer of interest to the Commission.	Chapter 671, Statutes of 2015
<u>AB 1171</u>	Linder (R - Corona)	Construction Manager: General Contractor Method	Authorizes regional transportation agencies to use an alternative procurement method referred to as construction manager/general contractor contracts, under limited circumstances.	Chapter 413, Statutes of 2015
<u>AB 1284</u>	Baker (R - Dublin)	Bay Area State-Owned Toll Bridges	Subjects the Toll Bridge Program Oversight Committee to the Bagley-Keene Open Meeting Act.	Chapter 172, Statutes of 2015
<u>AB 1288</u>	Atkins (D - San Diego)	Air Resources	Increases the membership of the State Air Resources Board, consisting of 14, with the Senate Committee on Rules and the Speaker of the Assembly each appointing one member.	Chapter 586, Statutes of 2015
<u>AB 1533</u>	Garcia, E (D - Coachella)	Infrastructure Financing	Revises the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure. Revises the definition of port facilities to specifically reference airports, land ports, water ports, and rail ports..	Chapter 383, Statutes of 2015
<u>SB 9</u>	Beall (D - San Jose)	Greenhouse Gas Reduction Fund: Transit/Intercity Rail	Modifies the Transit and Intercity Rail Capital Program (TIRCP) to focus on transformative capital rail and transit system improvements. The TIRCP was established by the 2014-15 budget agreement, which provided for a continuous appropriation of 10% of Greenhouse Gas Reduction Fund revenues to this program beginning in 2015-16.	Chapter 710, Statutes of 2015
<u>SB 63</u>	Hall (D - Compton)	Seaport infrastructure financing districts	Authorizes cities and counties to establish Seaport Infrastructure Financing Districts, defined as an Enhanced Infrastructure Financing District that finances port or harbor infrastructure.	Chapter 793, Statutes of 2015
<u>SB 64</u>	Liu (D - La Canada Flintridge)	State Transportation Plan	Requires the CTC to review Caltrans' 2015 California Transportation Plan and prepare specific recommendations for statewide integrated multimodal transportation system improvements.	Chapter 711, Statutes of 2015
<u>SB 97</u>	Senate Budget and Fiscal Review Committee	Budget Act of 2015 Amendments	Amends the Budget Act of 2015 by revising items of appropriation. Of specific interest to the Commission, this bill removes \$25 million of Cap and Trade funding that would have been appropriated to the Active Transportation Program. Current ATP fund estimates and programming did not include this augmentation of Cap and Trade funding.	Chapter 11, Statutes of 2015
<u>SB 348</u>	Galgiani (D - Stockton)	California Environmental Quality Act: Railroad Crossing	Extends until 2019 the exemption from the California Environmental Quality Act of the closure of a rail grade crossing by order of the Public Utilities Commission when the PUC has found the crossing to present a threat to public safety.	Chapter 143, Statutes of 2015
<u>SB 350</u>	De Leon (D - Los Angeles)	Clean Energy & Pollution Reduction Act of 2015	Enacts the Clean Energy and Pollution Reduction Act of 2015, which establishes targets to increase retail sales of renewable electricity to 50% by 2030 and double the energy efficiency savings in electricity and natural gas end uses by 2030.	Chapter 547, Statutes of 2015
<u>SB 461</u>	Hernandez (D - Azusa)	State Highway Route 164: Relinquishment	Authorizes the CTC to relinquish to Los Angeles County and to the City of South El Monte segments of SR 164.	Chapter 575, Statutes of 2015
<u>SB 491</u>	Committee on Transportation and Housing	Transportation: Omnibus Bill	Makes non-controversial, technical changes to sections of law relating to transportation.	Chapter 451, Statutes of 2015

ATTACHMENT A

Bill #	Author	Title	Description	Status
<u>SB 508</u>	Beall (D - San Jose)	Transportation funds: transit operators: pedestrain safety	Makes changes to performance metrics tied to state grants for transit operators.	Chapter 716, Statutes of 2015
<u>SB 513</u>	Beall (D - San Jose)	Carl Moyer Program Memorial Air Quality Standards Attainment Program: Fees	Makes a number of changes to the Carl Moyer Memorial Air Quality Standards Attainment Program, which provides grants through the state's 35 local air quality management and air pollution control districts for deployment of engines, equipment, and emission-reduction technologies that are cleaner than required by current laws or regulations.	Chapter 610, Statutes of 2015
<u>SB 767</u>	De Leon (D - Los Angeles)	Los Angeles County Metropolitan Transportation Authority	Authorizes the Los Angeles County Metropolitan Transportation Authority (LACMTA) to impose by ordinance an additional local, countywide, one-half-cent sales tax.	Chapter 580, Statutes of 2015
<u>SB 516</u>	Fuller (R - Bakersfield)	Transportation: Motorist Aid Services	Amends an existing law which authorizes a service authority to impose a fee on vehicles registered in the counties served by the authority. Requires that such moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system. Authorizes the use of those moneys for traveler information systems, litter and debris removal, and Intelligent Transportation System architecture and infrastructure.	Chapter 491, Statutes of 2015

VETOED BILLS

<u>AB 464</u>	Mullin (D - South San Francisco)	Transactions and Use taxes: Maximum Combined Rate	Amends existing law that authorizes cities and counties, <i>and, if specifically authorized, other local governmental entities</i> , to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in the county to not exceed a specified percentage. Increases the maximum combined rate for <i>measures established by January 1, 2016</i> .	<i>Last Action</i> Vetoed by Governor August 17, 2015
<u>AB 1043</u>	Salas (D - Bakersfield)	Highways: State Highway Route 43	This bill would add Route 43 to the existing list of interregional and intercounty routes.	<i>Last Action</i> Vetoed by Governor October 9, 2015

ATTACHMENT B

Bill #	Author	Title	Description	Status	Dead/2-Year
<u>AB 4</u>	Linder (R - Corona)	Vehicle Weight Fees: Transportation Bond Debt Service	This bill 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 obligation bonds. This bill would also prohibit loans of weight fee revenues to the General Fund.	Last Action Hearing canceled at the request of author April 9, 2015 Current Location Assembly Transportation Committee	2-Year
<u>AB 23</u>	Patterson (R - Fresno)	Global Warming Solutions Act of 2006: Compliance	Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance mechanism.	Last Action Failed passage in Natural Resources Committee, reconsideration granted March 23, 2015 Current Location Assembly Natural Resources Committee	Dead
<u>AB 33</u>	Quirk (D - Hayward)	Global Warming Solutions Act: Climate Control Energy Emission Reduction- Electrical Corporations:procurement plans.	Establishes the Energy Sector Emissions Reduction Advisory Council to recommend strategies for the electricity sector for incorporation into the scoping plan prepared by the State Air Resources Board, based on specified analysis including various strategies that could be implemented to reduce emissions of greenhouse gases from the electricity sector and integrate increasing amounts of renewable energy into the grid. Relates to real-time pricing for all customer classes. Require the PUC to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.	Last Action Re-referred to Senate Rules Committee Rule 29.10(c) September 8, 2015 Current Location Senate Rules Committee	Dead
<u>AB 103</u>	Weber (D - San Diego)	Budget Act of 2015	Makes appropriations for the support of state government, including the Commission, for the 2015-16 fiscal year.	Last Action Did not pass out of House of Origin Re-referred to Committee May 28, 2015 Current Location Assembly Budget Committee	Dead
<u>AB 123</u>	Weber (D - San Diego)	Budget Act of 2015	Amends the Budget Act of 2015 by revising items of appropriation and making other changes.	Last Action Inactive file at the request of Senator Mitchel Current Location Senate Budget & Fiscal Review	Dead
<u>AB 156</u>	Perea (D - Fresno)	Global Warming Solutions Act of 2006: Investment Plan : Disadvantage Communities	Requires the Department of Finance to include in the 3-year investment plan for moneys deposited in the Greenhouse Gas Reduction Fund an allocation to provide technical assistance to disadvantaged communities to assist them in proposing specified projects for inclusion in the investment plan. Requires the State Air Resources Board, pursuant to the Global Warming Solutions Act of 2006, to post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. Requires the Board to establish and accomplish a comprehensive technical assistance program, upon appropriation from the Greenhouse Gas Reduction Fund, for eligible applicants assisting disadvantaged communities and other specified communities. Requires an allocation to the Board for the program.	Last Action Held under submission in Appropriations August 27, 2015	Dead

ATTACHMENT B

<u>AB 212</u>	Achadjian (R - San Luis Obispo)	State Highways	Makes technical nonsubstantive changes to existing law that establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes.	<i>Last Action</i> Introduced February 2, 2015 <i>Current Location</i> Assembly	2-Year
<u>AB 227</u>	Alejo (D - Watsonville) and Perea (D - Fresno)	Transportation Funding	This bill would retain weight fee revenues in the State Highway Account. Deletes the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated to the State Transportation Improvement Program, to the State Highway Operation and Protection Program, and to city and county roads.	<i>Last Action</i> Re-referred to Committee on Budget April 16, 2015 <i>Current Location</i> Assembly Budget	2-Year
<u>AB 338</u>	Hernandez, R (D - West Covina)	Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax.	This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. The Transactions and Use Tax Law limits to 2% the combined rate of all transactions and use taxes imposed in any county, with certain exceptions. This bill would exempt the transactions and use tax authorized by the bill from this limitation.	<i>Last Action</i> Hearing postponed by committee June 15, 2015 <i>Current Location</i> Senate Transportation and Housing Committee	2-Year
<u>AB 360</u>	Melendez (R - Lake Elsinore)	Airports: Evaluation	Amends existing law which requires the State Department of Transportation, prior to finalizing an evaluation for the need for an airport that is owned and operated by the United States in the State that ceases to be so owned or operated, to submit a copy of its report to the State Transportation Commission for review and comment within a specified number of days. Provides an increase in the time period for the Commission to complete its review and comment. This bill would require the Commission to complete its review and comment not later than 50 days after receiving the evaluation.	<i>Last Action</i> Hearing postponed by Committee April 8, 2015 <i>Current Location</i> Assembly Transportation Committee	2-Year
<u>AB 378</u>	Mullin (D - South San Francisco)	State Highway 101 Corridor	Declares the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor.	<i>Last Action</i> Introduced February 18, 2015 <i>Current Location</i> Assembly	2-Year
<u>AB 448</u>	Brown (D - San Bernardino)	Local Government Finance: Vehicle License Fee	Relates to county vehicle license fee property tax compensation funds and the funding of additional allocations from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	<i>Last Action</i> Held in Appropriations under submission August 27, 2015 <i>Current Location</i> Senate Appropriations Committee	Dead
<u>AB 518</u>	Frazier (D- Oakley)	Department of Transportation	Amends existing law authorizing a local agency to enter into an agreement with the appropriate transportation planning agency to use its own funds to develop, and construct a project within its own jurisdiction. Deletes a provision requiring the department to compile information and report to the Legislature.	<i>Last Action</i> Referred to Committee March 5, 2015 <i>Current Location</i> Assembly Transportation Committee	2-Year

ATTACHMENT B

<u>AB 620</u>	Hernandez, R (D - West Covina)	High-Occupancy Toll Lanes: Exemptions from Tolls	Requires the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income. Requires provision of hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirement for specified assistance programs.	Last Action Hearing canceled at the request of author April 27, 2015 Current Location Assembly Transportation Committee	2-Year
<u>AB 633</u>	Grove (R - Bakersfield)	Highway Relinquishment: Route 202	Authorizes the Commission to relinquish to the City of Tehachapi and the County of Kern specified portions of State Highway Route 202, under certain conditions. Provides that these relinquishments shall be made only if a specified sum in state funds is appropriated to the City of Tehachapi and the County of Kern for maintenance of the relinquished segments.	Last Action Hearing postpone by Committee April 8, 2015 Current Location Assembly Transportation Committee	2-Year
<u>AB 779</u>	Garcia C (D - Bell Gardens)	Environmental Quality: Transit Priority Areas Transportation: Congestion Management Programs	Makes revisions to Government Code Sections 65088 and 65089 relating to the requirements of Congestion Management Plans. Revises the definition of infill opportunity zone. Revises the requirements for a congestion management program by removing traffic level of service standards for a system of highways and roadways. Requires measures of effectiveness for such system. Requires the plan to analyze the relationship between local land use decisions and regional transportation systems. Requires a deficiency plan to be prepared if it is determined a county or its cities are not conforming with the management plan.	Last Action Hearing canceled at the request of author August 25, 2015 Current Location Senate Transportation and Housing Committee	2-Year
<u>AB 946</u>	Ting (D - San Francisco)	Electric Vehicles Charging Stations	Expresses the intent of the Legislature to enact legislation to increase the use of electric vehicles by improving existing infrastructure for electric vehicles. Amends the Electric Vehicle Charging Stations Open Access Act, which prohibits the charging of a subscription fee on persons desiring to use an electric vehicle charging station and which authorizes interoperability billing standards. Amends the date of the state board's conditional authorization to adopt those interoperability billing standards. Requires the electric vehicle charging stations to meet those standards within a specified time.	Last Action Re-referred to Appropriations Committee April 28, 2015 Current Location Assembly Appropriations	Not fully related to Commission's criteria
<u>AB 1033</u>	Garcia, E (D - Coachella)	Infrastructure Financing	Amends the Bergeson-Peace Infrastructure and Economic Development Bank Act, which establishes the California Infrastructure and Economic Development Bank, and authorizes the issuance of bonds. Revises the definition of economic development facilities to include facilities that are used to provide goods movement. Revises the definition of port facilities to reference airports, land ports, water ports and rail ports.	Last Action Referred to Committee March 19, 2015 Current Location Assembly Jobs, Economic Development and Economy & Transportation Committees	Sent to Governor as AB 1533 (E. Garcia)
<u>AB 1098</u>	Bloom (D - Santa Monica)	Transportation: Congestion Management	Deletes traffic level of service standards as an element of a congestion management program and deletes related requirements, including a requirement that a city or county prepare a plan when highway or roadway level of service standards are not maintained. Requires performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share. Requires an evaluation of how a congestion management program contributes to achieving a greenhouse gas reduction target.	Last Action Hearing postponed by committee April 14, 2015 Current Location Assembly Transportation & Local Government Committees	2-Year

ATTACHMENT B

<u>AB 1265</u>	Perea (D - Fresno)	Transportation Project: Comprehensive Development	Existing law authorizes Caltrans and regional transportation agencies to enter into public-private partnerships (P3s) and provides that a P3 may not be entered into on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.	Last Action Hearing postponed by committee May 28, 2015 Current Location Assembly Appropriations Suspense File	Dead
<u>AB 1309</u>	Gray (D - Merced)	Transportation Projects: County of Merced	Appropriates an unspecified amount from an unspecified fund to the Merced County Association of Governments for allocation to the construction of the Atwater-Merced Expressway and the Campus Parkway projects in the County of Merced.	Last Action Hearing postponed by committee April 23, 2015 Current Location Assembly Transportation Committee	2-Year
<u>AB 1324</u>	Williams (D - Santa Barbara)	California Global Warming Solutions Act of 2006	Amends the California Global Warming Solutions Act of 2006. Relates to a statewide greenhouse gas emissions limit. Relates to the maximum allowable level of statewide greenhouse gas emissions in a specified date 2020 and beyond, including emissions from generation of electricity.	Last Action Hearing canceled at the request of author May 7, 2015 Current Location Assembly Natural Resources Committee	Not fully related to Commission's criteria
<u>AB 1364</u>	Linder (R - Corona)	California Transportation Commission	Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government.	Last Action Referred to Committee March 23, 2015 Current Location Assembly Transportation Committee	2-Year
<u>AB 1459</u>	Kim (R - Fullerton)	Toll Facilities: County of Orange	Prohibits a toll facility to be implemented and constructed on a public highway within the boundaries of the County of Orange unless approved by a vote of the electorate in the county. Prohibits the Department of Transportation from seeking or providing funding for a toll lane on a public highway within the boundaries of the County of Orange unless the project is approved by a specified vote of the Orange County Transportation Authority.	Last Action Failed and Reconsideration granted Transportation Committee April 21, 2015 Current Location Assembly Transportation	Dead
<u>ACA 4</u>	Frazier (D - Oakley)	Local Government Transportation Projects: Special Taxes	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.	Last Action Hearing postponed by committee August 27, 2015 Current Location Assembly Appropriations	Dead
<u>SB 1</u>	Gaines (R - Roseville)	Global Warming Solutions Act of 2006: Compliance	Amends the State Global Warming Solutions Act of 2006. Authorizes the State Air Resources Board to include the use of market based compliance mechanisms. Exempts categories of persons or entities that did not have a compliance obligation under a market based compliance mechanism from being subject to that market based compliance mechanism. Requires all participating categories of persons or entities to have a compliance obligation beginning on a specified date.	Last Action Hearing canceled at the request of author April 7, 2015 Current Location Senate Environmental Quality Committee	2-Year

ATTACHMENT B

SB 5	Vidak (R - Hanford)	Global Warming Solutions Act of 2006: Compliance	Relates to the State Global Warming Solutions Act of 2006. Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance mechanism through a specified date.	Last Action Failed and Reconsideration granted in Environmental Quality Committee April 16, 2015 Current Location Senate Environmental Quality Committee	Dead
SB 16	Beall (D - San Jose)	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program and a related fund for deferred highway and local road maintenance. Provides additional transportation revenues resulting from increases in motor vehicle fuel taxes and vehicle registration fees, redirection of commercial vehicle weight fees and accelerated transportation load repayment. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases the vehicle license fee over a specified time period for transportation bond debt service. Requires Caltrans to identify efficiencies and savings. Requires the Commission to allocate all capital and support costs for the SHOPP and requires a supplemental allocation process for SHOPP projects. Provides for an appropriation from the Road Maintenance and Rehabilitation Account to the Controller and the Commission for the costs of carrying out duties associated with the bill.	Last Action To Inactive File at the request of the author September 9, 2015 Current Location Senate Floor	2-Year
SB 32	Pavley (D - Agoura Hills)	Global Warming Solutions Act of 2006: Emissions Limit	Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limit that is equivalent to a specified percentage below the 1990 level to be achieved by 2050. Authorizes the Board to adopt interim emissions level targets to be achieved by specified years.	Last Action Re-referred to Committee on Natural Resources per Rule 97 September 10, 2015 Current Location Assembly Committee on Natural Resources	Not fully related to Commission's criteria
SB 55	Knight (R - Lancaster/Palmdale)	Department of Transportation: Administration	Makes technical nonsubstantive changes to existing law that authorizes the Department of Transportation to do any act for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control.	Last Action Referred to Committee January 15, 2015 Current Location Senate Rules Committee	Dead
SB 59	Knight (R - Lancaster/Palmdale)	Vehicles: High-Occupancy Vehicle Lanes	Makes technical nonsubstantive changes to existing law that authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles.	Last Action Referred to Committee January 15, 2015 Current Location Senate Rules Committee	Dead
SB 69	Leno (D - San Francisco)	Budget Act of 2015	Makes appropriations for the support of state government, including the Commission, for the 2015-16 fiscal year.	Last Action Read second time and amended. Re-referred to Committee May 27, 2015 Current Location Senate Budget & Fiscal Review Committee	Dead

ATTACHMENT B

<u>SB 76</u>	<u>Senate Budget and Fiscal Review</u>	Transportation	This bill would authorize the Commission to relinquish the Tower Bridge to one or more cities in which it is located. The bill, until July 1, 2016, would provide that the Tower Bridge shall be deemed to be in a state of good repair for these purposes, provided that it is not structurally deficient and is rated as satisfactory pursuant to the National Bridge Index.	Last Action Read second time and amended. Re-referred to Committee June 11, 2015 Current Location Assembly Budget Committee	Dead
<u>SB 158</u>	Huff (R - Diamond Bar)	Transportation Projects: Comprehensive Agreements	Deletes obsolete cross-references and makes technical changes to existing law that authorizes the Department of Transportation or a regional agency to enter into a comprehensive development lease with a public or private entity for a transportation project. Authorizes the Department of Transportation or a regional agency to enter into a comprehensive development lease 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 by a specified date for public comment.	Last Action Re-referred to Committee on Transportation and Housing April 7, 2015 Current Location Senate Transportation and Housing	2-Year
<u>SB 194</u>	Cannella (R - Ceres)	Vehicles: High-Occupancy Vehicle Lanes	Makes technical, nonsubstantive changes to existing law that 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.	Last Action Referred to Committee February 19, 2015 Current Location Senate Rules Committee	Dead
<u>SB 206</u>	Gaines (R - Roseville)	On-Board Diagnostic Systems- Vehicle Information Systems	Prohibits the State Air Resources Board from obtaining information from a motor vehicle's on-board diagnostic system, unless the registered owner of the motor vehicle has provided written consent for the collection of that information. Requires the state board to develop a system through which a registered motor vehicle owner may electronically provide his or her consent to maintain a database of those consenting registered motor vehicle owners. Provides an exception for the motor vehicle inspection and maintenance program.	Last Action Held in committee and under submission May 28, 2015 Current Location Senate Appropriations	Dead
<u>SB 207</u>	Wieckowski (D - Fremont)	Greenhouse Gas Reduction Fund	Amends existing law that requires a State agency expending moneys from the Greenhouse Gas Reduction Fund to create a records that includes a description of the expenditure and how it will contribute to achieving and maintaining greenhouse gas emissions reductions. Requires that record to be posted on the Internet Web sites of the related State agency and the State Air Resources Board prior to the expending of those moneys.	Last Action Referred to committee on Natural Resources May 14, 2015 Current Location Assembly Natural Resources Committee	Not fully related to Commission's criteria
<u>SB 254</u>	Allen (D - Santa Monica)	State Highways: Relinquishment	The bill would authorize the Commission to relinquish to a county or a city a portion of a state highway that is not part of the interregional road system, if the department has entered into an agreement with the county or city providing for the relinquishment and the road has been placed in a state of good repair. The bill would delete the requirement that good repair includes maintenance.	Last Action Referred to committee on Transportation June 15, 2015 Current Location Assembly Transportation Committee	2-Year
<u>SB 321</u>	Beall (D - San Jose)	Motor Vehicle Fuel Taxes: Rate Adjustments	Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to a certain exemption over the next five fiscal years, based on estimates made by the board, and continue to take into account adjustments required by existing law to maintain revenue neutrality.	Last Action To inactive file at the request of author September 11, 2015 Current Location Senate Floor	2-Year

ATTACHMENT B

<u>SB 433</u>	Berryhill (R - Modesto)	Motor Vehicle Fuel Taxes: Diesel Fuel Faxes: Rates	Requires the Department of Finance to adjust the motor vehicle and diesel fuel tax rates in a specified manner each fiscal year and to notify the Board of Equalization of the rate adjustments.	Last Action Placed in suspense file July 13, 2015 Current Location Assembly Revenue and Taxation Committee	Dead
<u>SB 564</u>	Cannella (R - Ceres)	Vehicles: School Zone Fines	Requires that an additional fine be imposed if a certain violation occurred when passing a school building or school grounds and the highway is posted with a standard warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. Requires the funds from additional fines be deposited in the State Highway Account for funding school zone safety projects within the Active Transportation Program.	Last Action Hearing canceled at the request of author June 29, 2015 Current Location Assembly Transportation Committee	2-Year
<u>SB 630</u>	Hancock (D - Berkeley)	Public Contract Bidders: Cost Overruns	Require a bidder or contractor bidding on a state public works contract to include with the bid a report of all cost overruns on public works projects or purchase contract previously awarded by the state to that bidder or contractor.	Last Action Hearing canceled at the request of author April 28, 2015 Current Location State Governmental Organization Committee	2-Year
<u>SB 698</u>	Cannella (R - Ceres)	Active Transportation Program: School Zone Safety	Relates to the Active Transportation Program to encourage increased use of active modes of transportation, such as biking and walking. Appropriates continuously 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.	Last Action Hearing canceled at the request of author April 16, 2015 Current Location Senate Environmental Quality Committee	2-Year
<u>SB 747</u>	McGuire (D - Healdsburg)	Airports: Financial Assistance: Grant Program	This bill would add a new statute creating a grant program that Department of Transportation would adopt and administer. It would fund an infrastructure project program, allow more than one airport to apply for a single grant and would also provide financial assistance to commercial air carriers and to underserved airports. Requires the revenues from the imposition of State sales and use taxes on the sale, storage, use, or other consumption of aviation fuel be transferred to the Aeronautics Account for allocation in specified percentages to airports and for aviation-relates purposes. Requires a percentage of these revenues for grants be made available to nonhub commercial airports to attract, establish, and expand air service through incentives, marketing, passenger studies, route analysis and the acquisition of consultants.	Last Action Held in committee under submission May 28, 2015 Current Location Senate Appropriations	Dead
<u>SB 757</u>	Wieckowski (D - Fremont)	Transportation	States the intent of the Legislature to enact legislation to require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in Fremont at a location that can be served both by trains of the Bay Area Rapid Transit system and the Altamont Commuter Express.	Last Action Referred to Committee March 19, 2015 Current Location Senate Rules Committee	Dead
<u>SCA 5</u>	Hancock (D - Berkeley + B50)	Local Governance Finance	Proposes an amendment to the Constitution to provide an increased personal property tax exemption for businesses, a real property tax exemption for any increased value to business property, and requiring only a partial real property tax payment for reassessed commercial and industrial property. Establishes a education-related property tax fund. Provides for the distribution of fund moneys. Relates to commercial and industrial property base line value assessment. Requires reporting an increased tax revenue.	Last Action Read second time and amended. Re-referred to Committee July 16, 2015 Current Location Senate Governance and Finance Committee	Not fully related to Commission's criteria

ATTACHMENT B

<u>SCA7</u>	Huff (R - Diamond Bar)	Motor Vehicle fees and taxes: Restriction on Expenditures	Makes changes to Article XIX to place limits on how transportation taxes and fees can be used: 1. Amends Sections 1, 5, 6, and 8 – mainly to prohibit borrowing of any of the Section 2 revenues, and secondly, to institute an across-the-board 25% limit on Section 2 revenues that can be used for bond indebtedness. In Section 6(b), adds language to require approval by a vote of the voters. 2. Adds Sections 11 and 12 - prohibits borrowing fuel excise tax revenues or VLF revenues that exceed 0.65% of the market value of a vehicle and requires that revenues from taxes imposed on motor vehicle fuels for water borne vessels be used for boating facilities development and other specified uses.	Last Action Read second time and amended. Re-referred to Committee May 28, 2015 Current Location Senate Transportation and Housing Committee	2-Year
<u>SCR 45</u>	Berryhill (R - Modesto)	Joe Levy Memorial Highway	Redesignates a portion of State Highway Route 41 in the County of Fresno as the Joe Levy Memorial Highway, instead of the Dwight D. Eisenhower Memorial Freeway, and adjusts the portion of State Highway Route 41 designated as the Dwight D. Eisenhower Memorial Freeway.	Last Action Re-referred to Committee September 11, 2015 Current Location Assembly Appropriations Committee	2-Year
<u>ABX1-1</u>	Alejo (D - Watsonville)	Transportation Funding	This bill would retain weight fee revenues in the State Highway Account. Deletes the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated to the State Transportation Improvement Program, to the State Highway Operation and Protection Program, and to city and county roads.	Last Action Introduced June 23, 2015 Current Location Assembly Pending Referral to Committee	Not in Conference
<u>ABX1-2</u>	Perea (D - Fresno)	Transportation Projects: Comprehensive Lease Agreements	Amends existing law that authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities for certain transportation projects. Extends this authorization indefinitely and includes within the definition of regional transportation agency the Santa Clara Valley Transportation Authority.	Last Action Introduced June 25, 2015 Current Location Assembly Pending Referral to Committee	Not in Conference
<u>ABX1-3</u>	Frazier (D- Oakley)	Transportation Funding	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.	Last Action Assembly refused to concur in Senate's amendments September 10, 2015 Current Location Assembly	In Conference
<u>ABX1-4</u>	Frazier (D - Oakley)	Transportation Funding	Declares 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.	Last Action Referred to Senate Rules Committee September 3, 2015 Current Location Senate Rules Committee	Not in Conference
<u>ABX1-6</u>	Hernandez, R (D - West Covina)	Affordable Housing and Sustainable Communities Program	Requires a specified percentage of moneys available for allocation under the Affordable Housing and Sustainable Communities Program to be allocated to eligible projects in rural areas. Requires a percentage of those moneys to be allocated to eligible affordable housing projects.	Last Action Introduced July 16, 2015 Current Location Assembly	Not in Conference
<u>ABX1-7</u>	Nazarian (D - Sherman Oaks)	Public Transit Funding	Continuously appropriates a percentage of the annual proceeds of the Greenhouse Gas Reduction Fund to the Transit and Intercity Rail Capital Program, and a percentage of the proceeds to the Low Carbon Transit Operations Program.	Last Action Introduced July 16, 2015 Current Location Assembly	Not in Conference

ATTACHMENT B

<u>ABX1-8</u>	<u>Chiu</u> (D-San Francisco)	Diesel Sales and Use Tax	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%.	<i>Last Action</i> Introduced July 16, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-10</u>	<u>Levine</u> (D-San Rafael)	Public Contracts: Extra Compensation	Provides that a state entity in a mega infrastructure project contract, may not provide for the payment of extra compensation to the contractor until the mega infrastructure project has been completed and an independent third party has verified that the mega infrastructure project meets all architectural or engineering plans and safety specifications of the contract.	<i>Last Action</i> Introduced August 19, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-11</u>	<u>Gray</u> (D-Merced)	Transportation Projects: County of Merced	This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.	<i>Last Action</i> Introduced August 20, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-13</u>	<u>Grove</u> (R-Bakersfield)	Greenhouse Gas Reduction Fund: Streets and Highways	Relates to the Greenhouse Gas Reduction Fund. Reduces the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program. Appropriates continuously a percentage of the annual proceeds of the Greenhouse Gas Reduction Fund to the Department of Transportation for the State Highway Operation and Protection program and a percentage to cities and counties for local streets and roads.	<i>Last Action</i> Introduced August 31, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-14</u>	<u>Waldron</u> (R-Escondido)	State Highway Operation and Protection Program	Relates to the State Highway Operation and Protection Program. Appropriates continuously from the General Fund, with a percentage to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program and a percentage for apportionment to cities and counties for street and road purposes.	<i>Last Action</i> Introduced August 31, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-15</u>	<u>Patterson</u> (R-Fresno)	State Highway Operation and Protection Program	Relates to the State Highway Operation and Protection Program. Reduces the appropriation for Capital Outlay Support. Appropriates from the State Highway Account to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and a percentage to cities and counties for street and road purposes.	<i>Last Action</i> Introduced August 31, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-16</u>	<u>Patterson</u> (R-Fresno)	State Highways: Transfer to Local Agencies: Pilot Program	Relates to the Department of Transportation. Requires the department to participate in a pilot program over a 5 year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Appropriates funds.	<i>Last Action</i> Introduced August 31, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-17</u>	<u>Achadjian</u> (R-San Luis Obispo)	Greenhouse Gas Reduction Fund: State Highway Operation	Relates to deposits in the Greenhouse Gas Reduction Fund. Appropriates a percentage of the annual proceeds of the Fund to fund projects in the state highway operation and protection program.	<i>Last Action</i> Introduced August 31, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-18</u>	<u>Linder</u> (R-Corona)	Vehicle Weight Fees: Transportation Bond Debt Service	Prohibits 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.	<i>Last Action</i> Introduced August 31, 2015 <i>Current Location</i> Assembly	Not in Conference

ATTACHMENT B

<u>ABX1-21</u>	<u>Oberholte</u> (R - Big Bear Lake)	Environmental Quality: Highway Projects	Relates to the California Environmental Quality Act (CEQA) environmental impact reports. Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	<i>Last Action</i> Introduced August 31, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-22</u>	<u>Patterson</u> (R - Fresno)	Design-Build: Highways	Authorizes the Department of Transportation to utilize design-build procurement on an unlimited number of projects. Requires the Department to contract with consultants to perform construction inspection services for those projects. Eliminates the requirement that the Department perform the inspection services for the projects on or interfacing with the State highway system.	<i>Last Action</i> Introduced September 6, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>ABX1-23</u>	<u>Garcia E</u> (D - Coachella)	Transportation	Requires the State Transportation Commission to establish a process whereby a 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. Requires a specified amount of moneys to be appropriated for grants that prioritize projects in underserved areas.	<i>Last Action</i> Introduced September 4, 2015 <i>Current Location</i> Assembly	Not in Conference
<u>SBX1-1</u>	<u>Beall</u> (D - San Jose)	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program and a related fund for to address deferred highway and local road maintenance on the state highway system and the local street and road system. Provides additional transportation revenues resulting from for an increases in motor vehicle fuel taxes and diesel fuel excise tax, vehicle registration fees, a new road access charge, the breakout of road maintenance funds, redirection of commercial vehicle weight fees and accelerated transportation load repayment. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases increase in the vehicle license fee for bond debt service, and funding for state highways, and general fund loan repayment. Relates to gasoline and diesel excise tax neutrality. over a specified time period for transportation bond debt service. Requires Caltrans to identify efficiencies and savings. Requires the Commission to allocate all capital and support costs for the SHOPP and requires a supplemental allocation process for SHOPP projects.	<i>Last Action</i> Read second time and amended. Re-referred to Appropriations Committee. September 1, 2015 <i>Current Location</i> Senate Appropriations Committee	Not in Conference
<u>SBX1-2</u>	<u>Huff</u> (R - Diamond Bar)	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.	<i>Last Action</i> Failed passage. Reconsideration granted. September 1, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee	Not in Conference
<u>SBX1-3</u>	<u>Vidak</u> (R - Hanford)	Transportation Bonds: Highway and Road Projects	Provides 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.	<i>Last Action</i> Failed passage from Transportation and Infrastructure Development Committee August 19, 2015 Returned to Senate Secretary September 14, 2015 <i>Current Location</i> Senate Secretary	Not in Conference

ATTACHMENT B

<u>SBX1-4</u>	Beall (D - San Jose)	Transportation Funding	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Last Action Senate refused to concur in Assembly amendments. Ordered to conference committee September 10, 2015 Current Location Senate	In Conference
<u>SBX1-5</u>	Beall (D - San Jose)	Transportation Funding	Declares 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.	Last Action Read first time. Held at desk September 1, 2015 Current Location Assembly	Not in Conference
<u>SBX1-6</u>	Runner (R - Antelope Valley)	Greenhouse Gas Reduction Fund: Transportation	Deletes the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and prohibits any of the proceeds from the fund from being used for that project. Continuously appropriates the remaining 65% of the annual proceeds of the fund to the Transportation Commission for allocation to high-priority transportation projects.	Last Action Returned to Senate Secretary per Joint Rule 62(a) September 14, 2015 Current Location Senate Secretary	Not in Conference
<u>SBX1-7</u>	Allen (D - Santa Monica)	Diesel Sales and Use Tax	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%.	Last Action Read second time and amended. Re-referred to Committee. September 3, 2015 Current Location Senate Appropriations Committee	Not in Conference
<u>SBX1-8</u>	Hill (D - San Mateo)	Public Transit: Funding	Appropriates a specified percentage of proceeds of the Greenhouse Gas Reduction Fund to the Transit and Intercity Rail Capital Program, and a percentage to the Low Carbon Transit Operations Program.	Last Action Passed and re-refer to Committee September 1, 2015 Current Location Senate Appropriations Committee	Not in Conference
<u>SBX1-9</u>	Moore (R - Costa Mesa)	Department of Transportation	Prohibits the Department of Transportation 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. Requires the Department to contract for architectural and engineering services with respect to public works of improvement, with a minimum of percentage of total value of these services to be contracted by a specified date and increasing to a new minimum.	Last Action Returned to Senate Secretary per Joint Rules 62(a) September 14, 2015 Current Location Senate Secretary	Not in Conference

ATTACHMENT B

<u>SBX1-10</u>	<u>Bates</u> <u>(R - Laguna Niguel)</u>	Regional Transportation Capital Improvement Funds	Revises the process for programming and allocating the share of State and federal funds available for regional transportation improvement projects. Requires an annual apportion. Provides that transportation capital improvement funds, and capital outlay support funds would be appropriated annual the Budget Act to regional agencies. Requires identification of which program will be funded with these funds.	<i>Last Action</i> Hearing postponed by committee September 9, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee	Not in Conference
<u>SBX1-11</u>	<u>Berryhill</u> <u>(R - Modesto)</u>	Environmental Quality Act- Exemption Environmental quality: transportation infrastructure	Deletes the limitation of the exemption under the California Environmental Quality Act to projects or activities in cities and counties with a population of less than 100,000 persons. Expands the exemption to include state roadways. Exempts from the California Environmental Quality Act a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met. Prohibits, in an action or proceeding seeking judicial review under the Act, a court from staying or enjoining such project in which the environmental impact report has been certified unless it makes specified findings.	<i>Last Action</i> Read second time. Re-referred to Committee September 4, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee	Not in Conference
<u>SBX1-12</u>	<u>Runner</u> <u>(R - Antelope Valley)</u>	Transportation Commission	Excludes the Transportation Commission from the Transportation Agency, establishes it as an entity in state government, and requires it to act in an independent oversight role. Requires the Commission to program transportation projects to be contained the State highway operation and protection program, and to program capital outlay support resources for each program project. Authorizes the Commission to program certain projects. Requires the submission of any project change. Recent Amendments maintain SHOPP development with Caltrans; however, will authorize the Commission to reject individual projects within the program.	<i>Last Action</i> Read second time and amended, re-referred to Appropriations Committee August 20, 2015 <i>Current Location</i> Senate Appropriations	Not in Conference
<u>SBX1-13</u>	<u>Vidak</u> <u>(R - Hanford)</u>	Office of the Transportation Inspector General	Creates 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 ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	<i>Last Action</i> Read second time and amended, re-referred to Appropriations Committee September 3, 2015 <i>Current Location</i> Senate Appropriations	Not in Conference
<u>SBX1-14</u>	<u>Cannella</u> <u>(R - Ceres)</u>	Transportation Projects: Comprehensive Lease Agreements	Includes 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.	<i>Last Action</i> Hearing canceled at the request of author August 17, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee	Not in Conference
<u>SCAX1-1</u>	<u>Huff</u> <u>(R - Diamond Bar)</u>	Motor Vehicle fees and taxes: Restriction on Expenditures	Makes changes to Article XIX to place limits on how transportation taxes and fees can be used: 1. Amends Sections 1, 5, 6, and 8 – mainly to prohibit borrowing of any of the Section 2 revenues, and secondly, to institute an across-the-board 25% limit on Section 2 revenues that can be used for bond indebtedness. In Section 6(b), adds language to require approval by a vote of the voters. 2. Adds Sections 11 and 12 - prohibits borrowing fuel excise tax revenues or VLF revenues that exceed 0.65% of the market value of a vehicle and requires that revenues from taxes imposed on motor vehicle fuels for use other than in motor vehicles upon public streets and highways shall only be used for purposes described in Section 2(a) of Article XIX.	<i>Last Action</i> Be adopted and re-fer to Committee September 8, 2015 <i>Current Location</i> Senate Appropriations Committee	Not in Conference