



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

*Scott Haggerty, Anne W. Halsted, Steve Kinsey,
Julie Pierce, James P. Spering*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, July 8, 2016

9:35 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:35 a.m. or immediately following the 9:30 a.m. Operations Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular voting members (4).

2. Consent Calendar

2a. [15-1686](#) Minutes of June 10, 2016 meeting.

Action: Committee Approval

Attachments: [2a Minutes June 2016](#)

2b. [15-1687](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [2b July LegHistoryforWeb](#)

3. Local Legislation

3a. [15-1721](#) San Francisco Bay Area Rapid Transit District (BART) Bond

Funding for BART's system-renewal plan.

Action: Support / Commission Approval

Presenter: Randy Rentschler

Attachments: [3a BART Bond](#)

- 3b.** [15-1723](#) Santa Clara County ½-Cent Sales Tax
- The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.
- Action:** Support / Commission Approval
- Presenter:** Randy Rentschler
- Attachments:** [3b_Santa Clara Sales Tax Measure](#)
- 3c.** [15-1774](#) Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure
- The parcel tax would provide a steady source of operating funding for the district.
- Action:** Support / Commission Approval
- Presenter:** Randy Rentschler
- Attachments:** [3c_AC Transit Parcel Tax](#)
- 3d.** [15-1724](#) Contra Costa Transportation Authority ½-Cent Sales Tax
- Sales tax measure to fund various transportation projects.
- Action:** Support / Commission Approval
- Presenter:** Randy Rentschler
- Attachments:** [3d_Contra Costa Sales Tax Measure](#)
- 3e.** [15-1773](#) Alameda County Affordable Housing Bond
- A \$580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.
- Action:** Support / Commission Approval
- Presenter:** Randy Rentschler
- Attachments:** [3e_Alameda County Housing Bond](#)
- 3f.** [15-1775](#) City of Oakland Infrastructure Bond Proposal
- An estimated \$600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.
- Action:** Support / Commission Approval
- Presenter:** Randy Rentschler
- Attachments:** [3f_City of Oakland](#)

3g. [15-1767](#) Santa Clara County Affordable Housing Bond

\$950 million affordable housing bond.

Action: Support / Commission Approval

Presenter: Randy Rentschler

Attachments: [3g. Santa Clara Housing Bond](#)

4. Federal Legislation**4a.** [15-1689](#) Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Action: Information

Presenter: Randy Rentschler

Attachments: [4a. Tom Bulger's DC Report, June 2016](#)

5. Public Comment / Other Business**6. Adjournment / Next Meeting**

The next meeting of the Legislation Committee will be September 9, 2016, 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1686 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 6/2/2016 **In control:** Legislation Committee
On agenda: 7/8/2016 **Final action:**
Title: Minutes of June 10, 2016 meeting.
Sponsors:
Indexes:
Code sections:
Attachments: [2a_Minutes_June_2016](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of June 10, 2016 meeting.

Recommended Action:
Committee Approval

Attachments



Metropolitan Transportation Commission

Agenda Item 2a

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

*Scott Haggerty, Anne W. Halsted, Steve Kinsey,
Julie Pierce, James P. Spering*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, June 10, 2016

9:40 AM

The Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 6 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted,
Commissioner Kinsey, Commissioner Pierce, and Commissioner Spering

Absent: 1 - Vice Chair Liccardo

Non-Voting Members Present: Commissioner Azumbrado and
Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Cortese and
Commission Vice Chair Mackenzie

Ad Hoc Non-Voting Members Present: Commissioner Bates and
Commissioner Tissier

2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Pierce and second by Commissioner Kinsey,
the Consent Calendar was unanimously approved by the following vote:**

Aye: 6 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted,
Commissioner Kinsey, Commissioner Pierce and Commissioner Spering

Absent: 1 - Vice Chair Liccardo

2a. [15-1604](#) Minutes of May 13, 2016 meeting

2b. [15-1605](#) Legislative History

3. Local / Regional Legislation

3a. [15-1667](#) June 7, 2016 Election Results

Update on the June 7, 2016 election with respect to Measures G & H in Solano County and Measure B in the City of San Jose.

3b. [15-1609](#) Regional Gas Tax Update

Update on whether to pursue a regional gas tax on the November 2016 ballot.

4. State Legislation

4a. [15-1606](#) FY 2016-17 State Budget Update

Summary of FY 2016-17 State Budget Negotiations with respect to Transportation and Housing.

4b. [15-1607](#) SB 885 (Wolk): Construction Contracts: Indemnity

Modifies a public agency's liability related to engineering, land surveying, architecture, and landscape architecture work performed on its behalf by narrowing the liability of the design professional.

Upon the motion by Commissioner Kinsey and second by Commissioner Haggerty, an oppose position on SB 885 (Wolk) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Kinsey, Commissioner Pierce and Commissioner Spring

Absent: 1 - Vice Chair Liccardo

5. Federal Legislation

5a. [015-1608](#) Tom Bulger's Report

Report from MTC's advocate in Washington, D.C.

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be July 8, 2016, 9:40 a.m. at the Board Room on the first floor of the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1687 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 6/2/2016 **In control:** Legislation Committee

On agenda: 7/8/2016 **Final action:**

Title: Legislative History

Sponsors:

Indexes:

Code sections:

Attachments: [2b July LegHistoryforWeb](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments



LEGISLATIVE HISTORY
2015-16 Legislative Session
Thursday, July 07, 2016

Bill Number	Current Text	Status	Summary	MTC Position
AB 222 Achadjian	Amended 3/23/2015	Senate 2 year	Vehicle records: confidential home address. Current law prohibits the disclosure of the home addresses of certain public employees and officials, including an employee of the Department of Corrections and Rehabilitation, Division of Juvenile Facilities or the Prison Industry Authority, that appear in records of the Department of Motor Vehicles, except to a court, a law enforcement agency, an attorney in a civil or criminal action under certain circumstances, and certain other official entities. This bill would extend that prohibition, subject to those same exceptions, to the disclosure of the home addresses of an employee of the State Department of State Hospitals, as specified.	
AB 235 Frazier	Introduced 2/5/2015	Senate 2 year	Driver's licenses: provisional licenses. The Brady-Jared Teen Driver Safety Act of 1997, provides for the issuance of a driver's license to an applicant who is at least 16 years of age but under 18 years of age pursuant to the provisional licensing program. Under current law, a person licensed under this program is prohibited, during the first 12 months after issuance of a provisional license, from driving during the hours of 11 p.m. and 5 a.m. or from transporting passengers who are under 20 years of age, subject to specified exceptions. This bill would prohibit a person with a provisional license, from engaging in those prohibited activities until the provisional period ends when the person reaches 18 years of age.	
AB 448 Brown	Introduced 2/23/2015	Senate Appropriations	Local government finance: property tax revenue allocations: vehicle license fee adjustments. Current property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. This bill would modify these reduction and transfer provisions, for the 2015-16 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	
AB 450 McCarty	Amended 6/22/2016	Senate Public Safety	Firearms: concealed carry license. Current law authorizes specified local law enforcement agencies to issue to an applicant a license to carry a concealed firearm if certain requirements are met, including, among others, that the applicant has good cause for the license. This bill would require local agencies issuing those licenses to charge an applicant a fee sufficient to cover the reasonable costs of issuing and enforcement of the license.	

AB 516 Mullin	Enrolled 7/1/2016	Assembly Enrollment	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2019, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2018, authorize the DMV to assess specified administrative fees on parking and toll evasion processing agencies to support the administration of this system.	Support
AB 620 Hernández, Roger	Amended 1/27/2016	Senate Appropriations	High-occupancy toll lanes: exemptions from tolls. Would require os Angeles County Metropolitan Transportation Authority 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.	
AB 779 Garcia, Cristina	Amended 6/2/2016	Senate Appropriations	Local government: financial disclosures. Would require a city, county, city and county, or special district to post a link on the homepage of 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 fiscal year and the 10 employees with the greatest total compensation, as specified. 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.	
AB 828 Low	Amended 6/30/2016	Senate Appropriations	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to for-hire passenger transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market among companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Support
AB 857 Cooper	Enrollment 6/30/2016	Assembly Enrollment	Firearms: identifying information. Would, commencing July 1, 2018, and subject to exceptions, require a person who manufactures or assembles a firearm to first apply to the Department of Justice for a unique serial number or other identifying mark, as provided. The bill would, by January 1, 2019, and subject to exceptions, require any person who, as of July 1, 2018, owns a firearm that does not bear a serial number to likewise apply to the department for a unique serial number or other mark of identification.	
AB 869 Cooper	Amended 6/18/2015	Senate Third Reading	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	

AB 1030 Ridley-Thomas	Amended 7/7/2015	Senate 2 year	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	
AB 1033 Garcia, Eduardo	Amended 5/2/2016	Assembly Concurrence	Economic impact assessment: small business definition. Would, with certain exceptions, authorize a state agency, when preparing the economic impact assessment, to use a consolidated definition of small business to determine the number of small businesses within the economy, a specific industry sector, or geographic region, and would define "small business" for that purpose as a business that is independently owned and operated, not dominant in its field of operation, and has fewer than 100 employees.	
AB 1115 Salas	Amended 1/13/2016	Senate Appropriations	School zones: state highways. Current law generally provides that the Department of Transportation and local authorities have authority over the highways under their respective jurisdictions. This bill would designate a specified portion of State Highway Route 184 in the County of Kern as a school zone and require the zone to be identified with standard "SCHOOL" warning signs. The bill would provide that the specified referenced provisions governing prima facie speed limits in school zones apply in that zone. This bill contains other current laws.	
AB 1550 Gomez	Amended 5/31/2016	Senate Appropriations	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the State Air Resources 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 require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefitting individuals living in, disadvantaged communities and a minimum of 20% to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.	Oppose Unless Amended
AB 1591 Frazier	Introduced 1/6/2016	Assembly Transportation	Transportation funding. 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. This bill contains other related provisions and other existing laws.	Support & Seek Amendment
AB 1592 Bonilla	Amended 6/22/2016	Senate Appropriations	Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.	Support

AB 1610 Committee on Budget	Amended 6/13/2016	Assembly Concurrence	<p>Transportation. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would 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.</p>	
AB 1640 Stone, Mark	Amended 6/20/2016	Senate Appropriations	<p>Retirement: public employees. PEPPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.</p>	
AB 1641 Allen, Travis	Introduced 1/11/2016	Assembly Transportation	<p>Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</p>	
AB 1657 O'Donnell	Amended 4/7/2016	Assembly Appropriations Suspense File	<p>Air pollution: public ports and intermodal terminals. Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero- and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.</p>	
AB 1662 Chau	Amended 3/3/2016	Senate Appropriations	<p>Unmanned aircraft systems: accident reporting. Would require the operator of any unmanned aircraft system involved in an accident resulting in injury to an individual or damage to property to immediately land the unmanned aircraft at the nearest location that will not jeopardize the safety of others and provide certain information to the injured individual or the owner or person in charge of the damaged property or place that information in a conspicuous place on the damaged property. The bill would make a person who violates these provisions guilty of a misdemeanor.</p>	

AB 1669 Hernández, Roger	Amended 6/27/2016	Senate Appropriations	Displaced employees: service contracts: collection and transportation of solid waste. Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor is required to offer employment to those employees, except for reasonable and substantiated cause. This bill would expand the application of these provisions to exclusive contracts for the collection and transportation of solid waste. The bill would require the information provided to a bona fide bidder to be made available in writing at least 30 days before bids for the service contract are due.
AB 1677 Ting	Amended 5/31/2016	Senate Appropriations	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol to, upon the request of, and in consultation with, representatives of a local government in a jurisdiction where tour buses operate, develop protocols for entering into memoranda of understanding with local governments to allow the department to increase the number of the locally operating tour buses that are being inspected by the department. The bill would require a memorandum of understanding entered into with a local government pursuant to these provisions to include a provision that the local government will reimburse the department for all actual costs associated with conducting additional inspections.
AB 1725 Wagner	Amended 3/7/2016	Senate Appropriations	Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws.
AB 1768 Gallagher	Amended 2/25/2016	Assembly Transportation	Bonds: transportation. 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 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.
AB 1813 Frazier	Enrollment 6/30/2016	Assembly Enrollment	High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.
AB 1840 Gipson	Amended 4/11/2016	Senate Appropriations	State agencies: interns and student assistants: hiring preference. Would require state agencies, when hiring for internships and student assistant positions, also to give preference to homeless youth and formerly incarcerated youth, as defined. This bill would also require any application for an internship and student assistant position with a state agency to allow the applicant to identify that the applicant is eligible for these preferences, but would prohibit the application from requiring the applicant to identify the specific category that entitles him or her for eligibility.

AB 1866 Wilk	Introduced 2/10/2016	Assembly Transportation	High-speed rail bond proceeds: redirection: water projects. 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 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.
AB 1889 Mullin	Amended 6/21/2016	Senate Appropriations	High-Speed Rail Authority: high-speed train operation. The Budget Act of 2012 made appropriations for the support of state government, including an appropriation for, among other things, state operations, local assistance, or capital outlay for high-speed rail projects, as specified. This bill would provide for the purposes of that appropriation that the approval by the High-Speed Rail Authority that a corridor or usable segment thereof would be suitable and ready for high-speed train operation is conclusive.
AB 1915 Santiago	Amended 3/18/2016	Assembly Health	Alcohol and drug programs: facility expansion. Would, until December 31, 2018, authorize the State Department of Health Care Services to establish a program for the purpose of making grants or loans to residential treatment centers that are expanding services or to substance use disorder treatment service facilities that are expanding to provide residential treatment services, as specified.
AB 1919 Quirk	Amended 4/4/2016	Senate Third Reading	Local transportation authorities: bonds. 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. Current 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 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.
AB 1934 Santiago	Amended 6/14/2016	Senate Appropriations	Planning and zoning: development bonuses: mixed-use projects. Would require, when an applicant for approval for commercial development agrees to partner with an affordable housing developer to construct a joint project or 2 separate projects encompassing affordable housing, a city, county, or city and county to grant to the commercial developer a development bonus, as specified. The bill would define the development bonus to mean incentives mutually agreed upon by the developer and the jurisdiction including, but not limited to, specified variations.
AB 1943 Linder	Amended 6/8/2016	Assembly Concurrence	Parking: county transportation commissions. Current law establishes county transportation commissions in Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties for the coordination of public transportation services and the performance of various transportation planning activities. Existing law authorizes each commission to make contracts of any nature whatsoever, including to employ labor. This bill would authorize the Riverside County Transportation Commission to enter into contracts with private vendors for the enforcement of parking regulations and the removal of vehicles parked in violation of parking regulations adopted by the commission.

AB 1964 Bloom	Amended 6/30/2016	Senate Appropriations	High-occupancy vehicle lanes: vehicle exceptions. Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. 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.
AB 1969 Steinorth	Amended 5/10/2016	Assembly Appropriations Suspense File	Affordable housing: home purchase assistance. Current law establishes the California Homebuyer's Downpayment Assistance Program, which requires the California Housing Finance Agency to, among other things, administer a program that provides downpayment assistance, including deferred-payment, low-interest, junior mortgage loans to reduce principal and interest payments, that makes financing affordable to first-time low- and moderate-income home buyers, pursuant to specified terms. This bill would appropriate \$10,000,000 from the General Fund to the California Homebuyer's Downpayment Assistance Program for the purposes of the downpayment assistance program described above.
AB 2030 Mullin	Amended 6/1/2016	Assembly Concurrence	Transportation districts: contracts. Current law requires contracts of the San Francisco Bay Area Rapid Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000. This bill would impose those bidding requirements with respect to district contracts for the purchase of supplies, equipment, and materials if the amount of the contract exceeds \$150,000 and would require a minimum of 3 quotations for those contracts between \$5,000 and \$150,000.
AB 2031 Bonta	Amended 3/17/2016	Senate Gov. & F.	Local government: affordable housing: financing. Would authorize a city or county that formed a redevelopment agency and became the successor agency that received a finding of completion from the Department of Finance to reject its allocations of property tax revenues from the trust fund. The bill would direct those rejected property tax revenues to an affordable housing special beneficiary district, established as a temporary and distinct local governmental entity for the purposes of receiving a rejected distribution of property tax proceeds and promoting affordable housing by providing financing assistance within its boundaries.
AB 2049 Melendez	Introduced 2/17/2016	Assembly Transportation	Bonds: transportation. 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.
AB 2051 O'Donnell	Amended 6/13/2016	Senate Judiciary	Rental passenger vehicles. Current law generally governs the transactions between a rental car company, also referred to as a rental company, and its customers, including, among other provisions, required disclosures by a rental company, mandatory contract provisions for a vehicle rental agreement, restrictions on a rental company's use of electronic surveillance technology, and authorization for a rental company to collect specific types of fees and charges from its customers. This bill, among other things, would recast and reorganize these provisions, would modify definitions and terms for uniformity, and would make conforming changes.

AB 2087 Levine	Amended 6/22/2016	Senate Appropriations	Regional conservation frameworks. Would authorize the Department of Fish and Wildlife, or any other public agency, to propose a regional conservation framework that would be required to contain specified information, including a regional conservation assessment. The bill would authorize the department to approve a regional conservation framework, or approve the framework with amendments, for an initial period of up to 10 years after certain public meetings and a public comment period regarding the proposed framework have been held and after it finds that the framework meets certain requirements.
AB 2090 Alejo	Amended 5/27/2016	Senate Appropriations	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.
AB 2107 Frazier	Introduced 2/17/2016	Senate Appropriations	Department of Motor Vehicles: electronic vehicle registration services: interstate carrier partnership. Would authorize the Department of Motor Vehicles to enter into an interstate carrier partnership with an interstate carrier partner, if the partner meets specified requirements, and would authorize the department to enter into contractual agreements with 3 specified types of partnerships. The bill would authorize the department to adopt regulations to carry out the purposes of these provisions, including, but not limited to, establishing fees and safeguards for privacy and protecting information authorized for release, and to establish the maximum amount that an interstate carrier partner may charge its customers in providing the services authorized under these provisions.
AB 2126 Mullin	Introduced 2/17/2016	Senate Appropriations	Public contracts: Construction Manager/General Contractor contracts. Current 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. 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
AB 2152 Gray	Amended 3/7/2016	Assembly Elections and Redistricting	Elections: ballots: ballot order. Would, for the November 8, 2016, statewide general election only, 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.
AB 2167 Achadjian	Amended 6/21/2016	Senate Third Reading	Vehicles: towed vehicles. Current law requires a business taking possession of a vehicle from a tow truck to document specified information, including the make, model, and license plate or vehicle identification number of the vehicle. Current law requires a business taking possession of a vehicle to obtain the specified information from the towing company the next day if the vehicle was dropped off after hours. This bill would specify that a business is required to document the specified information described above when it takes possession of a vehicle from a tow truck during hours the business is open to the public and would also authorize the business to document the tow truck driver's identification number, as specified, or another government authorized unique identifier of the tow truck operator.

AB 2170 Frazier	Amended 6/9/2016	Senate Appropriations	Trade Corridors Improvement Fund: federal funds. 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.	Support
AB 2196 Low	Amended 6/8/2016	Assembly Concurrence	Santa Clara Valley Transportation Authority. Would revise numerous statutes related to the Santa Clara Valley Transportation Authority to change references from "authority" to the Santa Clara Valley Transportation Authority and various other references of "authority" or "district" to the VTA. The bill would make other nonsubstantive changes in these statutes and repeal obsolete provisions. The bill would also authorize the board of directors of the VTA to include mayors of cities within the county, as specified.	
AB 2200 Thurmond	Amended 4/14/2016	Assembly Appropriations Suspense File	School Employee Housing Assistance Grant Program. Would require the California Housing Finance Agency to administer a program to provide financing assistance, as specified, to a qualified school district, as defined, and to a qualified developer, as defined, for the creation of affordable rental housing for school employees, including teachers. The bill would require the State Department of Education to certify that a school district seeking a grant meets the definition of qualified school district.	
AB 2208 Santiago	Amended 6/23/2016	Senate Appropriations	Local planning: housing element: inventory of land for residential development. The Planning and Zoning Law, requires a city or county to adopt a comprehensive, long-term general plan for the physical development of the city or the county and of any land outside its boundaries that bears relation to its planning. This bill would revise the definition of land suitable for residential development to include above sites owned or leased by a city, county, or city and county. By imposing new duties upon local agencies with respect to the housing element of the general plan, this bill would impose a state-mandated local program.	
AB 2222 Holden	Amended 5/31/2016	Senate Appropriations	Greenhouse Gas Reduction Fund: Transit Pass Program. Would establish the Transit Pass Program to be administered by the Department of Transportation with moneys from the Greenhouse Gas Reduction Fund, upon appropriation, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department , in coordination with the state board, 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 and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions.	
AB 2289 Frazier	Enrollment 6/30/2016	Assembly Enrollment	Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	

AB 2299 Bloom	Amended 4/5/2016	Senate Appropriations	Land use: housing: 2nd units. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. This bill would, instead, require a local agency to provide by ordinance for the creation of 2nd units in these zones.
AB 2319 Gordon	Introduced 2/18/2016	Assembly Appropriations Suspense File	California Infrastructure and Economic Development Bank. Would expand the authority of the California Infrastructure and Economic Development Bank by adding affordable housing, as defined, to the types of projects to which the bank is authorized to provide financial assistance. By expanding the bank's authority to expend funds in a continuously appropriated fund, the bill would make an appropriation. This bill would also make conforming, nonsubstantive changes to cross-references to this provision.
AB 2334 Mullin	Amended 5/27/2016	Senate Appropriations	Sales and use taxes: exclusion: alternative energy financing. The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the authority to provide financial assistance in the form of a sales and use tax exclusion for any lease or transfer of title of tangible personal property constituting a project to any participating party, and defines a project and participating party for those purposes. The act limits the sales and use tax exclusion to \$100,000,000 for each calendar year. This bill would expand those persons eligible for the sales and use tax exclusion, which is limited in amount, to additionally include any contractor for use in the performance of a construction contract for the participating party that will use that property as an integral part of the approved project.
AB 2374 Chiu	Introduced 2/18/2016	Senate Third Reading	Construction Manager/General Contractor method: regional transportation agencies: ramps. Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.
AB 2394 Garcia, Eduardo	Amended 6/14/2016	Senate Appropriations	Medi-Cal: nonmedical transportation. Current law provides for a schedule of benefits under the Medi-Cal program, which includes medical transportation services, subject to utilization controls. This bill would add to the schedule of benefits nonmedical transportation, as defined, subject to utilization controls and permissible time and distance standards, for a beneficiary to obtain covered Medi-Cal services.
AB 2428 Ting	Amended 6/21/2016	Senate Appropriations	State highways: property leases. Would revise the provisions governing leases of Department of Transportation property in the City and County of San Francisco to also authorize leases of property for park, recreational, or open-space purposes, subject to certain additional terms and conditions. These park, recreational, and open-space leases would be subject to a requirement for the department to lease property located within a priority development area, as defined, to the city and county on a right of first refusal basis and, for up to 10 parcels, at a specified below market value lease amount, and a requirement for the lessee to be responsible for all associated nonhighway maintenance costs.

AB 2441 Thurmond	Amended 6/30/2016	Senate Appropriations	Housing: Workforce Housing Pilot Program. Would create the Workforce Housing Pilot Program, pursuant to which the Department of Housing and Community Development, subject to the appropriation of funds for that purpose, would award grant funding to eligible recipients, as defined, for the predevelopment costs, acquisition, construction, or rehabilitation of rental housing projects or units within rental housing projects that serve, and for providing downpayment assistance to, persons and families of low or moderate income.	Support
AB 2442 Holden	Amended 4/14/2016	Senate Appropriations	Density bonuses. Would require a density bonus to be provided to a developer that agrees to construct a housing development that includes at least 10% of the total units for transitional foster youth, disabled veterans, or homeless persons, as defined. The bill would require that these units be subject to a recorded affordability restriction of 55 years and be provided at the same affordability level as very low income units. The bill would set the density bonus at 20% of the number of these units. By increasing the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 2475 Gordon	Amended 3/18/2016	Assembly Appropriations Suspense File	Loan program: California Infrastructure and Economic Development Bank. Would establish within the California Infrastructure and Economic Development Bank the Local Government Affordable Housing Forgivable Loan Program, and require the bank to make loans to a local government for the development of affordable housing by the local government on terms and conditions the bank deems in the best interests of the state. The bill would define terms for its purposes.	
AB 2491 Nazarian	Amended 6/13/2016	Senate Third Reading	Vehicles: stopping, standing, and parking. Would authorize a local authority to, by ordinance, prohibit a person from stopping, parking, or leaving a vehicle within 15 feet of a driveway that is used by certain emergency vehicles to enter or exit a fire department, police department, ambulance service provider facility, or general acute care hospital, except as specified, and would require a local authority that enacts that ordinance to provide appropriate curb markings or KEEP CLEAR pavement markings and post appropriate signs that delineate this prohibited area.	
AB 2492 Alejo	Amended 6/30/2016	Senate Third Reading	Community revitalization. Current law authorizes certain local agencies to form a community revitalization and investment authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Current law requires not less than 80% of the land calculated by census tracts or census block groups, as defined by the United States Census Bureau, within the area to be characterized by several conditions, including a condition that the land has an annual median household income of less than 80% of the statewide annual median income. The bill would also authorize an authority to carry out a community revitalization plan if the census tract or census block groups within the community revitalization and investment area are within a disadvantage community, as prescribed.	
AB 2501 Bloom	Amended 6/15/2016	Senate Appropriations	Housing: density bonuses. Would revise and recast specified provisions to require the local government to adopt procedures and timelines for processing a density bonus application, provide a list of documents and information required to be submitted with the application in order for it to be deemed complete, and notify the applicant whether it is complete. By increasing the duties of local officials, this bill would impose a state-mandated local program.	

AB 2542 Gatto	Amended 3/15/2016	Senate Appropriations	Streets and highways: reversible lanes. Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.
AB 2559 Frazier	Amended 4/13/2016	Senate Appropriations	Visitor centers: guide signs. Current law authorizes the Department of Transportation among other things, to place and maintain, or cause to be placed and maintained, signs on state highways directing motorists to communities within the geographical boundaries of a city, county, or city and county if specified conditions are satisfied. This bill would require the department to authorize guide signs for any visitor's center seeking a sign if the visitor center is located within 2 miles from the highway intersection.
AB 2584 Daly	Amended 6/27/2016	Senate Third Reading	Land use: housing development. The Housing Accountability Act, among other things, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or an emergency shelter or conditioning approval in a manner that renders the project infeasible unless the local agency makes specified written findings. The act authorizes an applicant or person who would be eligible to apply for residency in the development or emergency shelter to bring an action to enforce the act. This bill would, in addition, authorize a housing organization, as defined, to bring an action challenging the disapproval of a housing development pursuant to these provisions
AB 2586 Gatto	Amended 6/30/2016	Senate Appropriations	Parking. Current law authorizes parking, for up to the posted time limit, in any parking space that is regulated by an inoperable parking meter or an inoperable parking payment center, as defined, until January 1, 2017. Current law prohibits, until January 1, 2017, a local authority from enacting an ordinance or resolution prohibiting or restricting the parking of vehicles under the above circumstances. This bill would delete the January 1, 2017, date of repeal for the above provisions, and thus extend those provisions indefinitely. This bill contains other related provisions.
AB 2620 Dababneh	Amended 4/11/2016	Senate Appropriations Suspense File	Passenger rail projects: funding. Would reallocate funds allocated pursuant to the Clean Air and Transportation Improvement Act of 1990 that are not expended or encumbered by July 1, 2020, to any other existing passenger rail project with existing rail service. The bill would require the California Transportation Commission to determine the projects pursuant to this reallocation. By reallocating unexpended or unencumbered funds to any other existing passenger rail project, the bill would make an appropriation.
AB 2653 Garcia, Eduardo	Amended 6/15/2016	Senate Appropriations	Greenhouse Gas Reduction Fund: report. Current 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 from the Greenhouse Gas Reduction Fund. This bill would require the department to include additional information in its annual report to the Legislature, including, among other things, the greenhouse gas emissions reductions attributable to each project and the geographic location, industry sector, and number of employees of the business entities, as defined, receiving moneys from the fund.
AB 2682 Chang	Amended 5/18/2016	Senate Third Reading	Autonomous vehicles. Would require the Department of Motor Vehicles, upon the development of a model state policy on autonomous vehicles or operational guidance related to the deployment and operation of autonomous vehicles by the National Highway Traffic Safety Administration, to hold public hearings on the model policy and consider, to the extent authorized by other law, conforming department regulations with that policy.

AB 2693 Dababneh	Amended 6/22/2016	Senate Judiciary	Financing requirements: property improvements. Current law authorizes the legislative body of a public agency to determine that it would be convenient, advantageous, and in the public interest to designate an area within which authorized public agency officials and property owners may enter into voluntary contractual assessments to finance certain improvements. This bill would also prohibit a public agency from permitting a property owner to participate in a program pursuant to these provisions unless the property owner satisfies certain conditions and the property owner is given the right to cancel the contractual assessment at any time prior to midnight on the 3rd business day after certain events occur without penalty or obligation, consistent with certain requirements.	
AB 2722 Burke	Amended 5/31/2016	Senate Appropriations	Transformative Climate Communities Program. Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities that have a demonstrated need for climate, economic, workforce, health, and environmental benefits.	Oppose Unless Amended
AB 2741 Salas	Amended 6/8/2016	Senate Appropriations Suspense File	Long-range transportation planning: California Transportation Plan. Would, beginning in 2020, require updates to the California Transportation Plan to be approved by the California Transportation Commission prior to submission to the Legislature and the Governor. The bill would require the department to submit a draft of its proposed update to the commission for its comments by June 30, 2020, and every 5 years thereafter.	
AB 2781 Garcia, Eduardo	Amended 4/7/2016	Senate Appropriations	Supplemental environmental projects. Current law requires each board, department, and office within the California Environmental Protection Agency that has enforcement authority to establish a policy on supplemental environmental projects that benefits disadvantaged communities and that includes, among other things, allowing the amount of a supplemental environmental project to be up to 50% of the enforcement action. This bill would require the policy to also include a requirement that 10% of an enforcement action monetary penalty be deposited in the Supplemental Environmental Projects in the Disadvantaged Communities Fund, which would be created by the bill.	
AB 2790 Nazarian	Amended 6/27/2016	Senate Governmental Organization	State Capitol Historic Region: international genocide memorial. Current law authorizes the construction of an international genocide memorial in the Capitol Historic Region and provides for the establishment of a commission in that regard. Current law prohibits construction of the memorial until the master plan of the State Capitol Park is approved and adopted by the Joint Committee on Rules. This bill would, in addition, authorize the department to apply to the Joint Committee on Rules for an exemption to allow siting and construction of the memorial if the master plan of the State Capitol Park is not approved or adopted on or before January 1, 2021.	

AB 2796 Bloom	Amended 6/30/2016	Senate Appropriations	Active Transportation Program. Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to adopt the 2015 program of projects no later than January 31, 2016, with each subsequent program of projects to be adopted by April 1 of each odd-numbered year, and requires the commission to adopt guidelines for the program. This bill would, for a program cycle adopted on or after January 1, 2018, require a minimum of 10% of all available Active Transportation Program funds to be programmed for planning and noninfrastructure purposes, except as provided, and would require at least 50 percent of that amount to be programmed for planning activities to develop comprehensive active transportation master plans.
AB 2800 Quirk	Amended 6/16/2016	Senate Appropriations	Climate change: infrastructure planning. Would require state agencies to take into account the expected impacts of climate change when planning, designing, building, and investing in state infrastructure. The bill, by July 1, 2017, would require the agency to establish a Climate-Safe Infrastructure Working Group for the purpose of examining how to integrate scientific data concerning projected climate change impacts into state infrastructure engineering, as prescribed.
AB 2817 Chiu	Amended 5/27/2016	Senate Appropriations	Taxes: credits: low-income housing: allocation increase. Would, for calendar years beginning 2017, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill would also increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.
AB 2818 Chiu	Amended 6/22/2016	Senate Appropriations	Property taxation: community land trust. Would require the county assessor to consider, when valuing real property for property taxation purposes, a contract that is a 99 -year ground lease between a community land trust, as defined, and the qualified owner, as defined, of an owner-occupied single-family dwelling or an owner-occupied unit in a multifamily dwelling and that subjects a single-family dwelling or unit in a multifamily dwelling, and the land on which the dwelling or unit is situated that is required for the convenient occupation and use of that dwelling or unit, to affordability restrictions, as defined. This bill contains other related provisions and other existing laws.
AB 2847 Patterson	Amended 5/23/2016	Senate Appropriations	High-Speed Rail Authority: reports. Current law requires the High-Speed Rail 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.
AB 2868 Gatto	Amended 6/15/2016	Senate Appropriations	Energy storage. Would, until January 1, 2020, require the PUC, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined. The bill would require the PUC to approve programs and investments that provide distributed energy storage systems to industrial, commercial, and low-income customers.

AB 2906 Committee on Transportation	Amended 6/13/2016	Senate Appropriations	Transportation: omnibus bill. Current law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a \$48 registration fee and a \$38 renewal fee for the issuance of the plates. This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above.	
ABX1 1 Alejo	Introduced 6/23/2015	Assembly Print	Transportation funding. Current 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 current laws.	
ABX1 2 Perea	Introduced 6/25/2015	Assembly Print	Transportation projects: comprehensive development lease agreements. Current 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. Current 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.	Support
ABX1 3 Frazier	Amended 9/3/2015	Assembly Conference Committee	Transportation funding. Current 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.	
ABX1 4 Frazier	Introduced 7/9/2015	Senate Rules	Transportation funding. Current 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.	
ABX1 6 Hernández, Roger	Introduced 7/16/2015	Assembly Print	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction 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.	

ABX1 7 Nazarian	Introduced 7/16/2015	Assembly Print	Public transit: funding. Current 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 current laws.
ABX1 8 Chiu	Introduced 7/16/2015	Assembly Print	Diesel sales and use tax. Would, effective July 1, 2016, 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.
ABX1 9 Levine	Introduced 8/17/2015	Assembly Print	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.
ABX1 12 Nazarian	Introduced 8/26/2015	Assembly Print	Los Angeles County Metropolitan Transportation Authority. Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. This bill contains other related provisions.
ABX1 13 Grove	Introduced 8/31/2015	Assembly Print	Greenhouse Gas Reduction Fund: streets and highways. 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.
ABX1 14 Waldron	Introduced 8/31/2015	Assembly Print	State Highway Operation and Protection Program: local streets and roads: appropriation. 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.
ABX1 15 Patterson	Introduced 8/31/2015	Assembly Print	State Highway Operation and Protection Program: local streets and roads: appropriation. 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.

ABX1 16 Patterson	Introduced 8/31/2015	Assembly Print	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation 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. 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 a county, or a regional transportation agency that has jurisdiction in the county.
ABX1 17 Achadjian	Introduced 8/31/2015	Assembly Print	Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction 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.
ABX1 18 Linder	Introduced 8/31/2015	Assembly Print	Vehicle weight fees: transportation bond debt service. Would, notwithstanding these provisions or any other law, effective January 1, 2016, 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.
ABX1 19 Linder	Introduced 8/31/2015	Assembly Print	California Transportation Commission. 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.
ABX1 20 Gaines, Beth	Introduced 8/31/2015	Assembly Print	State government: elimination of vacant positions: transportation: appropriation. Current law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other current laws.
ABX1 21 Oberholte	Introduced 8/31/2015	Assembly Print	Environmental quality: highway projects. Would prohibit 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.
ABX1 22 Patterson	Introduced 9/1/2015	Assembly Print	Design-build: highways. Would authorize the Department of Transportation to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system.
ABX1 23 Garcia, Eduardo	Introduced 9/4/2015	Assembly Print	Transportation. Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation 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.

ABX1 24 Levine	Introduced 9/11/2015	Assembly Print	Bay Area Transportation Commission: election of commissioners. Would, effective January 1, 2017, 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.	
ABX1 25 Allen, Travis	Introduced 1/11/2016	Assembly Print	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	
ACA 4 Frazier	Amended 8/17/2015	Assembly Appropriations Suspense File	Local government transportation projects: special taxes: voter approval. 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.	
SB 32 Pavley	Amended 6/30/2016	Assembly Appropriations	California Global Warming Solutions Act of 2006: emissions limit. Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. This bill contains other related provisions.	
SB 189 Hueso	Amended 8/17/2015	Assembly 2 year	Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee. Would create the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee in the California Environmental Protection Agency, comprising 7 members appointed by the Governor, the Speaker of the Assembly, and the Senate Committee on Rules, as provided. The bill would prescribe the terms and qualifications of committee members and would require the committee to hold its first meeting on or before December 1, 2016.	
SB 321 Beall	Amended 8/18/2015	Senate Inactive File	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization 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.	Support

SB 344 Monning	Amended 6/23/2015	Assembly 2 year	Commercial driver's license: education. Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Support
SB 367 Wolk	Amended 8/17/2015	Assembly 2 year	Agricultural lands: greenhouse gases. Would authorize, rather than require, the environmental farming program to provide incentives, including loans, grants, research, technical assistance, or educational materials and outreach, to farmers whose practices promote the well-being of ecosystems, air quality, and wildlife and their habitat, and reduce on-farm greenhouse gas emissions or increase carbon storage in agricultural soils and woody biomass, or both.	
SB 398 Leyva	Amended 6/2/2015	Assembly 2 year	Green Assistance Program. Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection in concert with environmental justice programs, that, among other things, would provide technical assistance to small businesses, small nonprofits, and disadvantaged communities in applying for an allocation of moneys from the Greenhouse Gas Reduction Fund. The bill would declare that the secretary use existing resources for the program. This bill contains other existing laws.	
SB 400 Lara	Amended 6/1/2015	Assembly 2 year	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the Greenhouse Gas Reduction Fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a cobenefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation.	
SB 441 Wolk	Amended 6/22/2016	Assembly Appropriations	California Public Records Act: exemptions. The California Public Records Act requires that public records be open to inspection at all times during the office hours of a public agency, defined as any state or local agency, and that every person has a right to inspect any public record, except as specifically provided. The act further requires that a reasonably segregable portion of a public record be available for inspection by any person requesting the public record after deletion of the portions that are exempted by law. this bill would exempt from disclosure any identification number, alphanumeric character, or other unique identifying code used by a public agency to identify a vendor or contractor, or an affiliate of a vendor or contractor, unless the identification number, alphanumeric character, or other unique identifying code is used in a public bidding or an audit involving the public agency.	
SB 471 Pavley	Amended 8/17/2015	Assembly 2 year	Water, energy, and reduction of greenhouse gas emissions: planning. Would include reduction of greenhouse gas emissions associated with water treatment among the investments that are eligible for funding from the Greenhouse Gas Reduction Fund. The bill would also make legislative findings and declarations, and a statement of legislative intent, with regard to the nexus between water and energy and water and reduction of greenhouse gas emissions. This bill contains other related provisions.	

SB 564 Cannella	Amended 6/16/2016	Assembly Appropriations	West Kings Groundwater Sustainability Agency Act. Would create the West Kings Groundwater Sustainability Agency, would establish the initial boundaries of the agency, and would authorize the agency's boundaries to be changed by the boards of supervisors of the Counties of Fresno and Kings after a noticed public hearing. The bill would require the agency to elect to be a groundwater sustainability agency under the Sustainable Groundwater Management Act for that portion of the Kings Subbasin that lies within the boundaries of the agency and would require the agency to develop and implement a groundwater sustainability plan to achieve sustainable groundwater management within the territory of the agency.	
SB 773 Allen	Amended 6/15/2016	Assembly Appropriations Suspense File	Vehicles: registration fraud. Would, until January 1, 2021, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Support
SB 817 Roth	Amended 2/22/2016	Assembly Appropriations Suspense File	Local government finance: property tax revenue allocations: vehicle license fee adjustments. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, current law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Current law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would modify these reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2016-17 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	
SB 824 Beall	Amended 6/21/2016	Assembly Appropriations	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. 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.	Support & Seek Amendment
SB 838 Committee on Budget and Fiscal Review	Amended 6/10/2016	Senate Concurrence	Transportation. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. Current 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.	

SB 873 Beall	Amended 6/27/2016	Assembly Appropriations	Income taxes: insurance taxes: credits: low-income housing: sale of credit. Would, beginning on or after January 1, and before January 1, 2020, allow a taxpayer that is allowed a low-income housing tax credit to elect to sell all or a portion of that credit to one or more unrelated parties, as described, for each taxable year in which the credit is allowed for not less than 80% of the amount of the credit to be sold, and would provide for the one-time resale of that credit, as provided. The bill would require the California Tax Credit Allocation Committee to enter into an agreement with the Franchise Tax Board to pay any costs incurred by the Franchise Tax Board in administering these provisions.
SB 881 Hertzberg	Amended 6/29/2016	Assembly Appropriations	Vehicles: violations. Current law authorizes in addition to any other penalty in infraction, misdemeanor, or felony cases, the court to impose a civil assessment of up to \$300 against any defendant who fails, after notice and without good cause, to appear in court for any proceeding authorized by law or who fails to pay all or any portion of a fine ordered by the court or to pay an installment of bail, as specified. Current law requires the court to vacate the civil assessment under these circumstances if the defendant appears within the time specified in the notice and shows good cause for the failure to appear or for the failure to pay a fine or installment of bail. This bill would provide that the ability to pay the civil assessment shall not be a prerequisite to trial, arraignment, or other court proceedings.
SB 882 Hertzberg	Amended 5/31/2016	Assembly Third Reading	Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.
SB 903 Nguyen	Introduced 1/21/2016	Senate Transportation and Housing	Transportation funds: loan repayment. 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.
SB 940 Vidak	Amended 4/12/2016	Assembly Consent Calendar	High-Speed Rail Authority: eminent domain: right of first refusal. Under current law, if the High-Speed Rail Authority determines that real property or an interest therein acquired by the state for high-speed rail purposes is no longer necessary for those purposes, the authority is authorized to sell or exchange the real property or interest therein at fair market value as specified. This bill would require the authority, if selling the real property or interest therein, to send notification by certified mail to the last known owner of the real property or interest therein at his or her last known address, advising him or her that the real property or interest therein will be offered for sale. The bill would require the authority to wait at least 30 days after the notification has been sent to sell the real property or interest therein.

SB 944 Committee on Transportation and Housing	Amended 5/31/2016	Assembly Appropriations	Housing omnibus. Current law imposes specified requirements on home improvement contracts and service and repair contracts. Current 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.
SB 974 Committee on Governance and Finance	Amended 6/2/2016	Assembly Consent Calendar	Local government: omnibus. The Professional Land Surveyors' Act, among other things, requires a county recorder to store and index records of survey, and to maintain both original maps and a printed set for public reference. That act specifically requires the county recorder to securely fasten a filed record of survey into a suitable book. This bill would also authorize a county recorder to store records of survey in any other manner that will ensure the maps are kept together. This bill contains other related provisions and other current laws.
SB 986 Hill	Amended 6/20/2016	Assembly Appropriations	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would make a violation of that requirement for a right turn, or a left turn from a one-way street onto a one-way street, punishable by a fine of \$35. The bill would make additional conforming changes.
SB 998 Wieckowski	Amended 5/3/2016	Assembly Appropriations	Vehicles: mass transit guideways. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program.
SB 1000 Leyva	Amended 6/20/2016	Assembly Appropriations	Land use: general plans: environmental justice. The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that bears relation to its planning. This bill would add to the required elements of the general plan an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, within the area covered by the general plan of the city, county, or city and county, if the city, county, or city and county has a disadvantaged community.
SB 1018 Liu	Amended 4/7/2016	Senate Transportation and Housing	Interstate 710 North Gap Closure project: cost-benefit analysis. Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in Los Angeles County. This bill would require the Board of Directors of the Los Angeles County Metropolitan Transportation Authority, before making a final decision on the Interstate 710 North Gap Closure project, to take specified actions on a specified cost-benefit analysis for the project. This bill contains other related provisions and other current laws.

SB 1030 McGuire	Introduced 2/12/2016	Assembly Third Reading	Sonoma County Regional Climate Protection Authority. Current law authorizes the Sonoma County Regional Climate Protection Authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.	Support
SB 1046 Hill	Amended 6/8/2016	Assembly Appropriations	Driving under the influence: ignition interlock device. Would, effective July 1, 2017, make an individual whose license has been suspended for driving a motor vehicle when he or she has a certain blood-alcohol concentration and who is eligible for a restricted driver's license eligible for a restricted driver's license without serving any period of the suspension if the person meets all other eligibility requirements and the person installs an ignition interlock device. The bill would authorize that individual to install an ignition interlock device prior to the effective date of the suspension and would require the individual to receive credit towards the mandatory term to install an ignition interlock device, as specified.	
SB 1051 Hancock	Amended 6/29/2016	Assembly Third Reading	Vehicles: parking enforcement: video image evidence. Would extend the provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic lanes through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce violations occurring in transit-only traffic lanes on January 1, 2022.	
SB 1066 Beall	Amended 6/29/2016	Assembly Appropriations	Highway safety. Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	
SB 1069 Wieckowski	Amended 6/16/2016	Assembly Appropriations	Land use: zoning. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply. This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law.	Support & Seek Amendment
SB 1128 Glazer	Introduced 2/17/2016	Assembly Third Reading	Commute benefit policies. Current 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. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.	Support

SB 1277 Hancock	Amended 4/4/2016	Assembly Appropriations	California Environmental Quality Act: supplemental environmental impact report: City of Oakland: coal shipment. Would require a public agency, with discretionary approval over a project necessary for, and directly related to, the use of a certain port facility in the City of Oakland for the shipment of coal, to prepare or cause to be prepared a supplemental EIR to consider and mitigate the environmental impacts of coal shipment through the facility. This bill contains other related provisions and other existing laws.
SB 1279 Hancock	Amended 6/20/2016	Assembly Appropriations	California Transportation Commission: funding prohibition: coal shipment. Would, except as specified, prohibit the California Transportation Commission from programming or allocating any state funds for new bulk terminal projects, as defined. The bill would require terminal project grantees to annually report to the commission that the project is not being used to handle, store, or transport coal in bulk.
SB 1311 Glazer	Amended 5/17/2016	Assembly Appropriations	Vehicles: confidential home address. Current law provides that the home address of the surviving spouse or child of a peace officer, as specified, shall be withheld from public inspection for 3 years following the death of the peace officer. This bill would require the Department of Motor Vehicles to discontinue holding a home address confidential, pursuant to the above provisions, for a child or spouse of specified persons if the child or spouse is convicted of a felony in this state or is convicted of an offense in another jurisdiction that, if committed in California, would be a felony.
SB 1338 Lara	Amended 5/4/2016	Assembly Revenue and Taxation	Sales and use taxes: exemption: zero-emission and near-zero-emission equipment. Would exempt from sales and use taxes, on and after January 1, 2017, and before January 1, 2030, the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased by a qualified person, as defined, for use primarily in, at, or on a marine terminal or qualified tangible personal property used primarily to maintain, repair, or test the specified-described equipment, as provided. The bill would require the purchaser to furnish the retailer with an exemption certificate, as specified. This bill contains other related provisions and other existing laws.
SB 1383 Lara	Amended 4/12/2016	Assembly Appropriations	Short-lived climate pollutants. Would require the State Air Resources 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.
SB 1386 Wolk	Amended 6/29/2016	Assembly Appropriations	Resource conservation: working and natural lands. Would declare it to be the policy of the state that the protection and management of natural and working lands, as defined, is a key strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.
SB 1393 De León	Amended 4/12/2016	Assembly Appropriations	Energy efficiency and pollution reduction. Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to compile and adopt an integrated energy policy report every 2 years and requires the report to include an overview of major energy trends and issues facing the state. As part of the 2019 edition of the report, existing law requires the Energy Commission to evaluate the actual energy efficiency savings from negative therm interactive effects generated as a result of electricity efficiency improvements. This bill would additionally require the Energy Commission to include that evaluation in each report adopted after 2019.

SB 1398 Leyva	Amended 6/30/2016	Assembly Appropriations	Public water systems: lead service lines. Would require a public water system to compile an inventory of known lead service lines in use in its distribution system and identify areas that may have lead 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 service lines in the distribution system to the State Water Resources Control Board.	
SB 1399 Hueso	Amended 4/26/2016	Assembly Consent Calendar	Department of Motor Vehicles: license plate alternatives pilot program. Current law authorizes the Department of Motor Vehicles to establish a pilot program, to be completed no later than January 1, 2017, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards, subject to certain requirements, and to report the results of the pilot program, as specified, to the Legislature no later than July 1, 2018. This bill would instead require the department to complete any pilot program established pursuant to those provisions no later than January 1, 2019, and to report the results of the pilot program to the Legislature by July 1, 2020.	
SB 1425 Pavley	Amended 3/28/2016	Assembly Appropriations	Water-energy nexus registry. Would require the State Air Resources Board, in consultation with relevant state agencies and a specified nonprofit organization, to develop a registry of greenhouse gas emissions resulting from the water-energy nexus using the best available data, as specified, including the above-stated actions of the former California Climate Action Registry as those relate to the water-energy nexus. This bill contains other existing laws.	
SB 1464 De León	Amended 4/11/2016	Assembly Appropriations	California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. 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.	
SBX1 1 Beall	Amended 4/21/2016	Senate Appropriations	Transportation funding: environmental mitigation: oversight. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Support
SBX1 2 Huff	Introduced 6/30/2015	Senate T. & I.D.	Greenhouse Gas Reduction Fund. Would 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.	
SBX1 4 Beall	Amended 9/4/2015	Senate Conference Committee	Transportation funding. Current 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.	

SBX1 5 Beall	Introduced 7/7/2015	Assembly Desk	Transportation funding. Current 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.	
SBX1 7 Allen	Amended 9/3/2015	Senate Appropriations	Diesel sales and use tax. 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.	Support
SBX1 8 Hill	Introduced 7/16/2015	Senate Appropriations	Public transit: funding. Current 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 current laws.	Support
SBX1 10 Bates	Introduced 7/16/2015	Senate T. & I.D.	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation 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. Current 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.	
SBX1 11 Berryhill	Amended 9/4/2015	Senate T. & I.D.	Environmental quality: transportation infrastructure. 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. 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	
SBX1 12 Runner	Amended 8/20/2015	Senate Appropriations	California Transportation Commission. 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.	
SBX1 13 Vidak	Amended 9/3/2015	Senate Appropriations	Office of the Transportation Inspector General. 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.	

SBX1 14 Cannella	Introduced 7/16/2015	Senate T. & I.D.	<p>Transportation projects: comprehensive development lease agreements. Current 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. 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.</p>	Support
SCA 7 Huff	Amended 5/28/2015	Senate Elections and Constitutional Amendments	<p>Motor vehicle fees and taxes: restriction on expenditures. 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 provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.</p>	
SCAX1 1 Huff	Introduced 6/19/2015	Senate Appropriations	<p>Motor vehicle fees and taxes: restriction on expenditures. 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. This bill contains other related provisions and other existing laws.</p>	

Bill Number	Topic	Current Version	Status	Summary	MTC Position
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Federal Bills

H.R. 22 Davis	<i>Fixing America's Surface Transportation (FAST) Act</i>	Conference Report Agreed to by House and Senate 12/3/15	Enacted 12/4/15	Five year surface transportation act reauthorizing highway, rail and transit funding from FY 2016 through FY 2020. Provides \$281 billion in contract authority and \$24 billion in General Fund contributions. Boosts transit funding by 16 percent in FY 2016 and highway funding by 5 percent, with approximately 2 percent annual growth thereafter. Provides \$6.2 billion over 5 years for a new formula-based National Freight Program and \$4.5 billion over 5 years for a new competitive Nationally Significant Freight and Highway Projects Program.	
H.R. 127 Green	Transportation for Heroes Act	Introduced 1/6/2015	House Transportation & Infrastructure Committee	Requires that transit operators receiving FTA Urbanized Area 5307 funds provide a 50% discount fare to veterans during non-peak hours using a facility or equipment financed by the grant.	
H.R. 198 Sires	MOVE Freight Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Revises the definition of the national freight network to provide that it is a multimodal network including rail, seaports and inland waterways. Establishes a national infrastructure discretionary grant program to be implemented by the DOT Secretary.	
H.R. 199 Sires	Bicycle and Pedestrian Infrastructure Improvement Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Authorizes the DOT Secretary to establish a pilot program to make loans and loan guarantees to eligible entities to carry out bicycle and pedestrian infrastructure projects. Requires at least 25 percent of funds to support projects in low-income communities.	
H.R. 200 Sires	Commute Less Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Requires metropolitan planning organization (MPO) transportation plans to include, among other things, employer and transportation management organization outreach activities and strategies to help create and expand employer-based commuter programs.	

H.R. 309 Huffman	Gas Tax Replacement Act	Introduced 1/13/2015	House Committees on Energy and Commerce; Ways and Means	Amends the Internal Revenue Code to: (1) repeal the excise taxes on gasoline and diesel fuels; (2) add a carbon dioxide equivalent rate to the tax on crude oil and petroleum products; and (3) impose an new excise tax on the carbon content of methanol, ethanol, and biodiesel produced in the United States and entered into the United States for consumption, use, or warehousing. Requires the Administrator of the Environmental Protection Agency (EPA) to send to the Internal Revenue Service (IRS) and make public a report on the total life-cycle emissions of carbon dioxide for gasoline, diesel fuel, biofuel, and other regulated fuels.	
H.R. 679 Blumenauer	Road Usage Charge Pilot Program Act	Introduced 2/3/2015	House Energy & Commerce Committee; House Transportation & Infrastructure Committee; House Ways and Means Committee	Requires the Secretary of the Treasury to establish the Road Usage Charge Pilot Program, a competitive grant program to make grants to conduct pilot studies of methods for recording and reporting the number of miles traveled by particular vehicles; conduct pilot studies of payment, enforcement, and privacy protection for mileage-based fee systems; and to implement mileage-based fee systems in jurisdictions that have adopted a plan for such systems.	
H.R. 680 Blumenauer	Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act	Introduced 2/3/2015	House Ways and Means Committee	Increases the federal excise tax on gasoline to 26.3 cents for FY 2016, rising to 33.3 cents in FY 2017 and thereafter until FY 2028; and for diesel fuel to 32.3 cents in FY 2016 rising to 39.3 cents by FY 2017 and thereafter until FY 2027.	Support
H.R. 749 Shuster	Passenger Rail Reform & Investment Act	Passed House 3/4/2015	Senate	Authorizes appropriations for Amtrak for FY 2016-2019 and makes various changes to the program. Directs the Secretary to develop a program to issue competitive grants for capital improvements projects in the Northeast Corridor. Modifies the Railroad Rehabilitation and Improvement Financing program.	

H.R. 910 Miller	Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act	Introduced 2/12/2015	House Transportation & Infrastructure Committee	Defines “vehicle-to-infrastructure communication equipment” and adds installation of such equipment as eligible for National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program funds.	
H.R. 990 King	Transportation Fringe Benefits: Restoring Parity Between Parking and Transit/Vanpooling	Introduced 2/13/2015	House Ways and Means Committee	Raises the transportation fringe benefit amount for transit and vanpooling from \$125/month to \$235/month and lowers the allowable parking amount from \$250 to \$235/month. Raises the bicycling amount from \$20 to \$35/month for qualified bicycle commuting reimbursement. <i>[Note: policy enacted through omnibus tax bill end of 2015]</i>	Support
H.R. 1308 Lowenthal	National Freight Infrastructure Grant Act	Introduced 3/4/2015	House Transportation & Infrastructure Committee	Establishes a Multimodal Freight Funding Formula Program and a National Freight Infrastructure Competitive Grant Program to improve the efficiency and reliability of freight movement in the United States. Authorizes a 1% waybill fee to generate \$8 billion/year for the program. <i>[Note: related policy enacted in H.R. 22, FAST Act]</i>	Support
H.R. 1393 Davis	Innovation in Surface Transportation Act	Introduced 3/17/2015	House Transportation & Infrastructure Committee	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, transit agencies, etc. Requires each state to establish a grant selection panel to formula criteria for project selection.	

H.R. 2029	Consolidated Appropriations Act	Enacted, 12/18/2015	Enacted	Omnibus spending and tax reform bill, providing for FY 2016 transportation spending as well as parity for transit/vanpooling pre-tax spending allowance with parking at \$255/month for 2016.	
H.R. 2353 Shuster	Highway and Transportation Funding Act	Enacted, May 29, 2015	Enacted	Extends the current surface transportation program through July 31, 2015.	
H.R. 2497 Denham	NEPA Reciprocity Act	Introduced 5/21/2015	House Transportation & Infrastructure Committee & House Natural Resources Committee	Requires the Secretary of Transportation to establish a program to eliminate duplicative environmental reviews and approvals under state and federal law. The program will permit a state to use state laws and procedures in lieu of federal environmental laws and regulations if the Secretary determines that the state's laws provide environmental protection and opportunities for public involvement "substantially equivalent" to the federal regulations. Makes all states eligible and requires a state to apply to the Secretary for permission to participate in the program. <i>[Note: Related provision included in H.R. 22, FAST Act]</i>	
H.R. 3665 Curbello	University Transportation Centers	Introduced 10/1/2015	House Transportation & Infrastructure Committee & House Science, Space and Technology Committee	Appropriates \$72.5 million per year from the Highway Trust Fund to university transportation centers for FY 2016 through FY 2021.	
H.R. 3763 Shuster	Surface Transportation Reauthorization and Reform Act	Introduced 10/20/15	House (reported by House Transportation & Infrastructure Committee)	House proposal for surface transportation reauthorization.	
H.R. 3787 DeSaulnier	Metropolitan Planning Enhancement Act	Introduced 10/21/2015	House Transportation & Infrastructure Committee	Modifies requirements of metropolitan planning to improve public understanding of how transportation investments are made through establishing various reporting requirements and accountability processes.	
H.R. 3819 Shuster	Surface Transportation Extension Act	Introduced 10/23/2015	Enacted 10/29/15	Extends the surface transportation program from October 1, 2015 through November 20, 2015.	

H.R. 3825 Takano	Intelligent Technologies Initiative Act	Introduced 10/23/2015	House Transportation & Infrastructure Committee	Requires the DOT Secretary to establish an Intelligent Technology Initiative to provide grants to state and local entities to establish deployment sites for large scale installation and operation of intelligent transportation systems (ITS) to improve safety, efficiency, system performance and return on investment. Authorizes \$200 million per year for such purpose from the Highway Trust Fund. <i>[Note: a related program was established in H.R. 22, the FAST Act, providing \$60 million per year for this purpose.]</i>	
H.R. 4259 Sensebrenner	No Limit on Carbon Emissions	Introduced 12/15/2015	Housing Energy & Commerce Committee	Prohibits the Administrator of the Environmental Protection Agency from establishing or enforcing any limit on carbon dioxide from a state.	
H.R. 4373 Rice	End Drunk Driving Act	Introduced 1/12/2016	House Subcommittee on Highways and Transit; House Energy and Commerce Committee	Within 10 years of enactment, requires the Secretary of Transportation to issue a final rule amending the Federal motor vehicle safety standard to prevent operation of a motor vehicle when the operator is under the influence of alcohol. Authorizes \$12 million in FY 2017 and FY 2018 for such purpose and additional funds thereafter. Requires states to enact laws requiring ignition interlock devices for individuals convicted of driving while intoxicated.	
H.R. 4343 Blumenauer	Bikeshare Transit Act	Introduced 1/7/2016	House Transportation & Infrastructure Committee	Makes bikeshare projects eligible for Congestion Mitigation and Air Quality Program funding. Expands the definition of “associated transit improvement” to include bikeshare projects and adds bike share projects within the definition of a “capital project” for Federal Transit funding under Title 49, Section 5302, United States Code.	
H.R. 4721 Shuster	Airport and Airways Extension Act	Enacted 3/30/2016	Signed by the President	Extends various airport related appropriations, fees and taxes until July 16, 2016.	
H.R. 4844 Cartwright	Requiring Equal Sleep for Truckers (REST) Act	Introduced 3/23/2016	House Transportation & Infrastructure Committee	Directs the Secretary of U.S. DOT to require that requirements related to rest breaks and maximum driving time for commercial vehicles be applied without exception to drivers of commercial vehicles used exclusively in the transportation of oilfield equipment and specially trained drivers of commercial motor vehicles that are constructed to service oil wells.	

H.R. 5105 Delaney	WMATA Governance Reform Act	Introduced 4/28/2016	House	Provides that Congress shall not approve an amendment to the Washington Metropolitan Area Transit Authority's interstate compact unless the signatories certify that they will appoint a majority of board members who have certified expertise in certain areas.	
S. 206 Ayotte	Local Transportation Infrastructure Act	Introduced 1/21/2015	Senate Commerce, Science, and Transportation Committee	Revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.	
S. 268 Sanders	Rebuild America Act	Introduced 1/27/2015	Senate Banking, Housing and Urban Affairs Committee	Establishes a National Infrastructure Bank for transportation, water infrastructure and national parks. Appropriates \$75 billion/year to the Highway Trust Fund per year for FY 2015-2022. Appropriates \$15 billion/year to the DOT Secretary for grants for Amtrak and high-speed rail. Appropriates \$2 billion/year for TIFIA credit assistance program for FY 2015-2019. Appropriates \$5 billion/year for the TIGER discretionary grant program and \$3.5 billion/year for the NextGen Air Transportation System.	
S. 280 Portman	Federal Permitting Improvement Act	Introduced 1/28/2015	Senate (reported by committee)	Establishes the Federal Permitting Improvement Council to improve the efficiency, management, and interagency coordination of the Federal permitting process through reforms overseen by the Director of the Office of Management and Budget, and for other purposes. [Note: This legislation was incorporated into H.R. 22, the FAST Act.]	
S. 762 Wicker	Innovations in Surface Transportation Act	Introduced 3/17/2015	Senate Environment and Public Works	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make	

				competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, transit agencies, etc. Requires each state to establish a grant selection panel to formula criteria for project selection.	
S. 797 Booker	Railroad Infrastructure Financing Improvement Act (RIFIA)	Introduced 3/19/2015	Senate Commerce, Science & Transportation Committee	Amends the RIFIA —a federal loan and loan guarantee program — to streamline the application process and allow transit oriented development projects to qualify for funding.	
S. 981 Paul	Invest in Transportation Act	Introduced 4/16/2015	Senate Finance Committee	Provides additional funds for the Highway Trust Fund from corporate taxes imposed on companies that have not paid any taxes on their foreign earnings off shore. Provides that the 6.5 percent tax rate is voluntary and only for repatriations that exceed each company’s average repatriations in recent years. Provides that all such funds would be split 80%/20% to the Highway Account and the Mass Transit Account.	
S. 1006 Feinstein	Positive Train Control	Introduced 4/16/2015	Senate Commerce, Science & Transportation Committee	Authorizes the Secretary of Transportation to extend the deadline for a rail operator to achieve positive train control (PTC) in one-year increments if the Secretary determines full implementation is infeasible, the applicant has demonstrated good faith in its implementation of PTC and the applicant has presented a plan to implement PTC no later than 12/31/2018.	
S. 1043 Booker	Invest in American Jobs Act	Introduced 4/22/2015	Senate Commerce, Science & Transportation Committee	Revises Buy America requirements with respect to federal-aid highways, capital investment grants and Amtrak to make the standard more stringent and make it more difficult to obtain a waiver.	
S. 1350 Carper	Surface Transportation Extension Act	Introduced 5/14/2015	Senate (reported by committee)	Extends the federal surface transportation program for two months, until July 31, 2015, authorizing an additional \$8.4 billion in spending. Includes a “sense of Congress” with respect to the importance of enacting a long term authorization of surface transportation programs.	

S. 1647 Inhofe	Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act	Introduced 6/23/2015	Senate (reported by committee)	Reauthorizes the highway portion of the federal surface transportation program for six years from FY 2016 through FY 2021 at \$278 billion. The bill language was amended and incorporated into H.R. 22, the version of the bill which passed the Senate.	
S. 1732 Thune	Comprehensive Transportation and Consumer Protection Act	Amended 5/23/2016	Senate (reported by committee)	A major bill with over 1000 pages dealing with subjects ranging from freight planning, to expediting permits, to Amtrak to the regulation of motor vehicle safety.	
S. 1994 Carper	Tax Relief and #FixTheTrustFund For Infrastructure Certainty Act	Introduced 8/5/2015	Senate Finance Committee	Increases the federal gasoline and diesel fuel excise taxes by 16 cent per gallon over four years and requires the taxes be annually adjusted to inflation thereafter. Makes permanent the refundable portion of a child tax credit and a temporary Earned Income Tax Credit enacted as part of the American Recovery & Reinvestment Act (ARRA).	Support
S. 2012 Murkowski	Energy Policy Modernization Act	Amended 5/25/2016	Passed House; returned to Senate	Updates U.S. energy policy, creating and/or improving several programs designed to increase energy efficiency in buildings, requires significant upgrades to the electrical grid including large-scale storage systems for electricity, expedites liquid natural gas exports, loosens permitting rules for construction of natural gas pipelines on federal lands, provides subsidies for hydropower and geothermal, and permanently authorizes the Land and Water Conservation Fund. Does not include provisions related to fossil fuel production or climate change.	
S. 2433 Schumer	University Transit Rider Innovation Program	Introduced 12/18/2015	Senate Banking, Housing and Urban Affairs	Authorizes \$250 million per year to subsidize universities providing student discounts fares or otherwise offset a university's costs associated with paying for increased transit service for FY 2016-2020.	
S. 2656 Markey	FAIR Fees Act	Introduced 3/9/2016	Senate Commerce and Science Committee	Prohibits air carriers from imposing fees that are not reasonable and proportional to the costs incurred by the air carriers.	

Legislative Calendar 2016

<p>January 1 Statutes take effect. 4 Legislature reconvenes. 10 Budget Bill must be submitted by Governor. 18 Martin Luther King, Jr. Day observed. 22 Last day to submit bill requests to the Office of Legislative Counsel.</p>	<p>June 1 – 3 Floor session only. No committee may meet for any purpose. 3 Last day for bills to be passed out of house of origin. 6 Committee meetings may resume. 15 Budget bill must be passed by midnight. 30 Last day for a legislative measure to qualify for the Nov. 8 General election ballot</p>
<p>February 15 Presidents’ Day observed. 19 Last day for bills to be introduced.</p>	<p>July 1 Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment, provided Budget Bill has been passed. 4 Independence Day observed.</p>
<p>March 17 Spring Recess begins upon adjournment. 28 Legislature reconvenes from Spring Recess. 30 Cesar Chavez Day observed.</p>	<p>August 1 Legislature reconvenes from Summer recess 12 Last day for fiscal committees to meet and report bills to the floor. 15 – 31 Floor Session Only. No committee may meet for any purpose. 19 Last day to amend bills on the Floor 31 Last day for each house to pass bills. Interim Study Recess begins upon adjournment.</p>
<p>April 1 Cesar Chavez Day observed. 22 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.</p>	<p>September 30 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor’s possession on or after Sept. 1.</p>
<p>May 6 Last day for policy committees to hear and report to floor nonfiscal bills introduced in their house. 13 Last day for policy committees meet prior to June 6. 27 Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committee to meet prior to June 8. 30 Memorial Day observed. 31 – June 5 Floor session only. No committee may meet for any purpose.</p>	<p>November 8 General Election. 30 Adjournment <i>Sine Die</i> at midnight.</p>
	<p>December 5 12 Noon convening of the 2017-18 Regular Session</p>
	<p>January 2017 1 Statutes take effect</p>

114th United States Congress, Second Session Calendar

<p>January</p> <p>1 New Year's Day 5 House reconvenes 11 Senate reconvenes 13-15 House Republican Retreat 18 Martin Luther King, Jr. Day 19-22 House District work period 27-29 House Democrat Issues Conference</p>	<p>July</p> <p>4 Independence Day 18-29 House/Senate Work Period</p>
<p>February</p> <p>15 President's Day 16-19 House/Senate Work Period</p>	<p>August</p> <p>1-31 House/Senate Work Period</p>
<p>March</p> <p>7-11 House District Work Period 21-31 Senate Work Period 28-31 House District Work Period</p>	<p>September</p> <p>1-2 House/Senate Work Period 5 Labor Day</p>
<p>April</p> <p>4-8 House District Work Period</p>	<p>October</p> <p>3 Senate Work Period 10-31 Senate Work Period 3-31 House District Work Period 12 Columbus Day</p>
<p>May</p> <p>2-6 House/Senate Work Period 30 Memorial Day 31 House/Senate Work Period</p>	<p>November</p> <p>1-11 House District Work Period 11 Veterans' Day 21-25 House/Senate Work Period 24 Thanksgiving Day</p>
<p>June</p> <p>1-3 House/Senate Work Period 27-30 House/Senate Work Period</p>	<p>December</p> <p>16 Last votes/target adjournment</p>

Source: Senate & House of Representatives websites.

*Dates are subject to change.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1721 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 6/9/2016 **In control:** Legislation Committee

On agenda: 7/8/2016 **Final action:**

Title: San Francisco Bay Area Rapid Transit District (BART) Bond
Funding for BART's system-renewal plan.

Sponsors:

Indexes:

Code sections:

Attachments: [3a BART Bond](#)

Date	Ver.	Action By	Action	Result
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Subject:

San Francisco Bay Area Rapid Transit District (BART) Bond

Funding for BART's system-renewal plan.

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: San Francisco Bay Area Rapid Transit District (BART) Bond

Background

This November, voters in the counties of Alameda and Contra Costa County and the City and County of San Francisco will be asked to approve a \$3.5 billion bond measure for the BART system. The measure will fund major upgrades to BART's train control system (which constrains the frequency of service), as well as its track, power systems, stations, tunnels, and other infrastructure. It will also fund projects to improve access to stations and relieve overcrowding, including preliminary engineering work for a second Transbay Tube. The expenditure plan for the measure steers 90 percent of funds (\$3.2 billion) into safety and reliability improvements, while the remainder (\$335 million) is available for projects aimed at improving access to BART and reducing overcrowding. Attachment 1 is an excerpt of BART's System Renewal Program Plan, available in its entirety at <http://www.bart.gov/better-bart>.

Recommendation: Support

Discussion:

It is difficult to overstate the importance of BART to the Bay Area. The 44-year old rail system currently carries about 440,000 riders on a typical weekday. During the peak commute period, nearly twice as many people per hour travel by BART in the Transbay Tube below the San Francisco-Oakland Bay Bridge than travel on the bridge itself, as shown in Attachment 2. From an economic standpoint, BART serves an absolutely critical role, connecting workers to jobs and residents to their friends, families, medical appointments, shopping and entertainment options. The region's economic growth and sustainability depends on a safe and reliable BART system. Forecasts predict BART could carry as many as 600,000 riders by 2040, but this will not be possible without the major upgrades proposed in this measure.

BART has a strong track record in delivering its commitments to the voters. In 2004, Bay Area voters approved a bond measure to fund BART's Earthquake Safety Program. Funds from that bond have been invested in maintaining the safety of the BART system, including its elevated structures, stations, maintenance facilities, and other buildings. According to BART, with only 58 percent of funds expended, it has completed 91 percent of planned station upgrades, 95 percent of planned elevated structure upgrades, and 100 percent of planned upgrades to parking garages, maintenance facilities, and other infrastructure. The majority of the remaining resources, including \$350 million in construction savings, will be dedicated to additional seismic safety work on the Transbay Tube, which is ongoing.

In developing its expenditure plan for the bond, BART held over 200 community meetings to solicit input from riders and other stakeholders. To further prioritize which projects to include, BART relied on an asset management program based on ongoing data collection about each asset in the system to assess the likelihood of near term failure for each asset and understand the impact that such a failure would have on the BART system, its riders, and the region.

Newer Bay Area residents may wonder why the measure is limited to voters in just three counties, given the system is such a vital regional resource. Alameda, Contra Costa and San Francisco were the original counties that participated in the BART system through approval of a bond measure and payment of a permanent dedicated ½-cent sales tax for BART. As such, they are the only counties currently included in BART's jurisdiction and system of governance. The estimate of the exact cost and duration of the measure was not included in the BART staff report, but a San Francisco Business Times article stated that average homeowner would pay \$55 a year for it, while in Alameda County it would cost an additional \$36 a year, and \$35 in Contra Costa County. We think the investment will pay dividends that vastly outweigh such a modest cost.

Staff recommends a support position on BART's bond measure.

Known Positions

Support

Bike East Bay
East Bay Leadership Council
Transform

Oppose

None on file



Steve Heminger

SH: rl

Attachments

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BUILDING A BETTER BART

Program Summary

The 2016 BART System Renewal Program (referred to throughout this document as the Program) responds to the San Francisco Bay Area's transportation needs by investing in the renewal of the BART system. In consultation with stakeholders from across the region in more than 200 meetings, BART has developed a program of investments that will:



- **Repair and replace critical safety infrastructure:** BART will renew the basic infrastructure that comprises the core of the BART system, including tracks, power infrastructure, tunnels, and mechanical infrastructure. BART will also perform critical earthquake safety upgrades to the Berkeley Hills Tunnel. After 44 years of service, this infrastructure requires a major overhaul to allow BART to continue to meet performance expectations.






- **Relieve crowding and reduce traffic congestion:** BART will implement a package of projects that will allow it to meet soaring demand, continue to support the region's growing economy, and get more cars off the road. Projects include modernizing and replacing major portions of the aging train control system, upgrading power infrastructure that limit BART's ability to provide service, and expanding maintenance facilities to store and service a larger fleet of rail cars.



- **Improve station access and safety:** BART will invest in improving and modernizing stations by improving station safety and security, adding elevators, and overhauling escalators to ensure fast and convenient access to platforms. BART will also make investments to improve accessibility of stations for people with disabilities and add more station access opportunities via upgraded bus facilities, bicycle facilities, and parking.



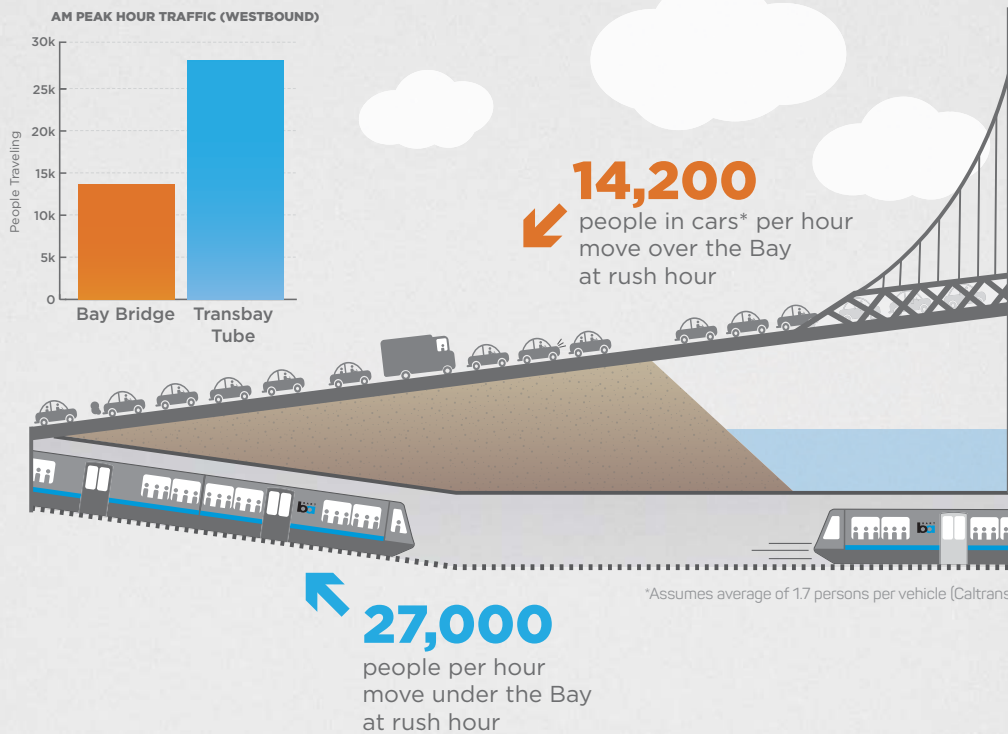
Summary of Investments

	\$ Millions	% of Total Bond	Benefits		
			 Safety	 Reliability	 Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	\$3,165	90%	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Replace train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
Renew stations	\$210	6%	✓	✓	✓
RELIEVE CROWDING, REDUCE TRAFFIC CONGESTION, AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	\$200	6%		✓	✓
TOTAL	\$3,500	100%			

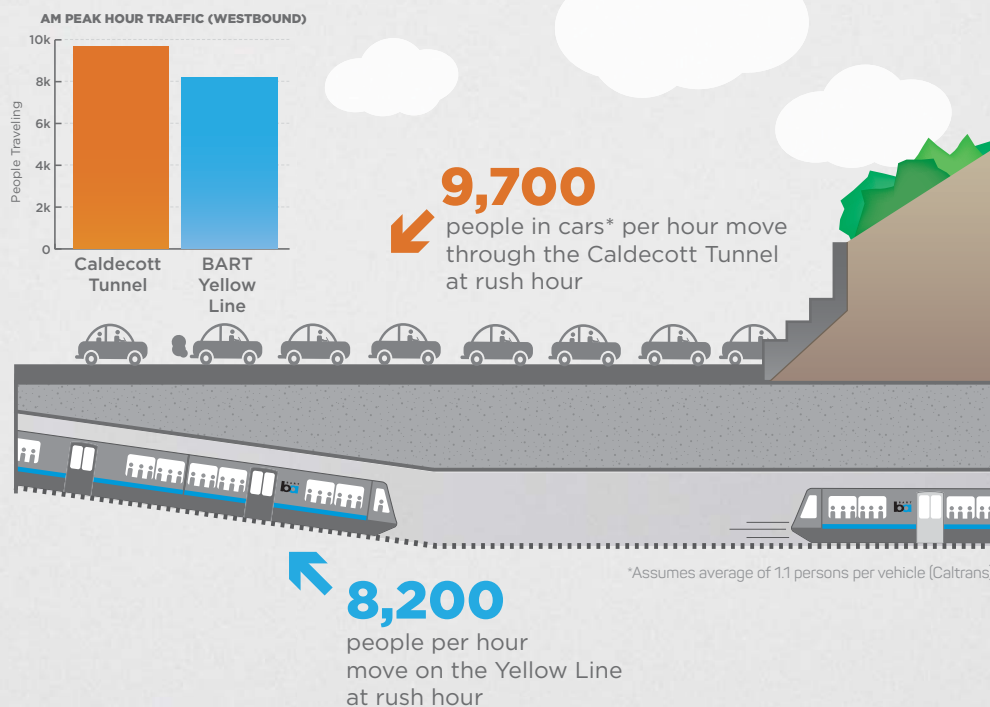
Note on Governance: Governance measures will include an independent oversight committee, spending restrictions, and annual audits. Funding cannot be taken away by the state.

Note on Planned Expenditures: Spending in the two major investment categories is fixed. As BART tailors investments to respond to system needs, actual spending within each of the two major categories may vary by up to 15% of the total. For example, if the tunnels and structures repair projects need less of this funding, up to 15% of the grand total for repairing and replacing critical safety infrastructure (15% of \$3.165B) can be shifted to another of the projects within that category such as renewing power infrastructure. However, BART cannot transfer that 15% savings to projects in the other major category to expand opportunities to safely access stations.

BART's Transbay Tube Riders vs. Bay Bridge Drivers



BART's Yellow Line Riders vs. Caldecott Tunnel Drivers





Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1723 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 6/9/2016 **In control:** Legislation Committee
On agenda: 7/8/2016 **Final action:**
Title: Santa Clara County ½-Cent Sales Tax

The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.

Sponsors:

Indexes:

Code sections:

Attachments: [3b_Santa Clara Sales Tax Measure](#)

Date	Ver.	Action By	Action	Result
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Subject:

Santa Clara County ½-Cent Sales Tax

The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: Santa Clara County 1/2-Cent Sales Tax

Background

In June, the Santa Clara Valley Transportation Authority (VTA) took action to place a 30-year 1/2-cent sales tax measure on the November 8, 2016 ballot to fund various transportation projects. The measure is anticipated to generate up to \$6.5 billion in current year dollars. The expenditure plan, summarized below, was informed by an 18-month public outreach process and polling conducted by the Silicon Valley Leadership Group:

Key Projects/Project Categories	\$ million	Percentage
BART Silicon Valley, Phase II	\$1,500	24%
Local Streets and Roads	\$1,200	19%
County Expressways	\$750	12%
Highway Interchanges	\$750	12%
Caltrain Grade Separations	\$700	11%
Transit Operations	\$500	8%
SR 85 Corridor	\$350	6%
Caltrain Capacity Improvements	\$300	5%
Bicycle/Pedestrian Program	\$250	4%

Recommendation: Support

Discussion:

The program categories and funding amounts identified in the expenditure plan resulted from 18 months of collaboration with VTA’s advisory committees and stakeholder committees through an effort known as Envision Silicon Valley. VTA also received input from the public, elected officials from the 15 cities and towns within Santa Clara County, Santa Clara County and polling conducted by the Silicon Valley Leadership Group. More information on the measure is available on line at www.vta.org/envision-silicon-valley.

The measure would provide critical matching funds for numerous regional priority projects that are already in the project pipeline, such as the final leg of the extension of BART to Silicon Valley, Caltrain grade separations and capacity improvements, as well as high priority local street and road repairs, transit operations funding to increase service, and investments in bicycle and pedestrian enhancements.

The measure includes some programmatic funding categories with the exact projects to be funded to be determined at a future date. For instance, the “county expressways” category includes 20 candidate projects, while the “highway interchanges” category includes 25 potential interchanges. With respect to the State Route 85 category, the funds are proposed to be used for a transit corridor study as well as transit and congestion relief and noise abatement.

This measure would provide vital local funding for certain high priority regional and local transit and roadway projects. As you know, there are no alternate funding sources available at the regional, state or federal level in the near term that offer funding levels anything close to the amounts available under this measure. Accordingly, staff recommends a support position on Santa Clara’s November 2016 ballot.


Known Positions

Support

Silicon Valley Leadership Group

Oppose

Pending



Steve Heminger

SH: rl

Attachments

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Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1774 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 6/27/2016 **In control:** Legislation Committee
On agenda: 7/8/2016 **Final action:**

Title: Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

The parcel tax would provide a steady source of operating funding for the district.

Sponsors:

Indexes:

Code sections:

Attachments: [3c AC Transit Parcel Tax](#)

Date	Ver.	Action By	Action	Result
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Subject:

Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

The parcel tax would provide a steady source of operating funding for the district.

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 3c

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

Background

Last month the AC Transit board voted unanimously to extend the term of its existing parcel tax (with no increase) for another 20 years. The current tax of \$96 per year was passed by 72 percent of voters in November 2008 and provided \$30 million per year for operations and maintenance. This tax will sunset in July 1, 2019.

Recommendation: Support

Discussion

A randomized poll conducted in September 2015 found initial support of 69 percent for the extension, growing to 81 percent after respondents heard both positive and negative arguments. Notably, polling for the successful 2008 measure fell short of the two-thirds vote threshold. AC Transit has held over 35 community meetings during 2016 to hear from its constituents and provide information about its current projects and services. The highest priorities identified among those who completed surveys or participated in a telephone town hall meeting was keeping fares reasonable and providing mobility for those most in need, followed by a desire to maintain frequent bus service.

As noted in the AC Transit staff report, the existing parcel tax was critical to the district's financial stability during the 2009-10 economic downturn; the ensuing 2010 service cuts would likely have been even more severe without this reliable funding source. Predictable sources of transit operating funding are vital to cushion against sharp drops in other revenue sources. Accordingly, staff supports AC Transit's efforts to extend this revenue source and recommends MTC endorse the measure.

Known Positions

Support
Pending

Opposed
Pending



Steve Heminger

SH: rl

Attachments

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Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1724 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 6/9/2016 **In control:** Legislation Committee

On agenda: 7/8/2016 **Final action:**

Title: Contra Costa Transportation Authority ½-Cent Sales Tax
Sales tax measure to fund various transportation projects.

Sponsors:

Indexes:

Code sections:

Attachments: [3d_Contra_Costa_Sales_Tax_Measure](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contra Costa Transportation Authority ½-Cent Sales Tax

Sales tax measure to fund various transportation projects.

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



Memorandum

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: Contra Costa Transportation Authority ½-Cent Sales Tax

Background

It is expected that the Contra Costa Transportation Authority (CCTA) will place a 30-year ½-cent sales tax measure on the November 8, 2016 ballot to fund various transportation projects. The measure is anticipated to generate approximately \$2.9 billion in current year dollars. The preliminary expenditure plan, summarized below, was informed by many months of extensive public outreach, stakeholder engagement and polling of Contra County residents:

Key Projects/Project Categories	\$ Millions	Percentage
Improving BART, Bus, Ferry and Train Networks	\$ 770	26 %
Reducing Congestion and Smoothing Traffic	\$ 595	21 %
Fixing Local Streets and Roads	\$ 684	23 %
Sustainable Communities and Protecting the Environment	\$ 700	24 %
Provide Services for Children/Seniors/ADA	\$ 179	6 %

Recommendation: Support

Discussion

The program categories and funding amounts identified in the expenditure plan resulted from months of collaboration with CCTA's advisory committees and stakeholder committees. CCTA also received input from the public, elected officials from the 19 cities and towns within Santa Clara County and the many transit districts and other public agencies within the county. The measure includes a strengthened county wide Growth Management Program and rigorous policies for complete streets.

This measure would provide crucial funds for numerous priority projects that serve Contra Costa County residents and workers alike. Given that alternate funding sources from the state of California have not materialized and the outlook for increasing federal funds has been frustrated for decades, this measure offers a secure level of local funding that simply is not available elsewhere.

Accordingly, subject to a final action by CCTA, staff recommends a support position on the Contra Costa Transportation Authority ½-cent sales tax November 2016 ballot measure.

Known Positions

Support
None on File

Oppose
None on File



Steve Heminger

SH:rr

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Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1773 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 6/27/2016 **In control:** Legislation Committee

On agenda: 7/8/2016 **Final action:**

Title: Alameda County Affordable Housing Bond

A \$580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.

Sponsors:

Indexes:

Code sections:

Attachments: [3e Alameda County Housing Bond](#)

Date	Ver.	Action By	Action	Result
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Subject:

Alameda County Affordable Housing Bond

A \$580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3e
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: Alameda County Affordable Housing Bond

Background

Earlier this week the Alameda County Board of Supervisors voted to place on the ballot a \$580 million affordable housing bond aimed at three key categories, without numeric targets:

- Reducing displacement and providing affordable rental housing of up to 8,500 units for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.
- Supportive housing for homeless people
- Assistance for low and middle income people to purchase homes or stay in their communities.

Recommendation: Support

Discussion

In response to concerns raised at meetings of the Alameda County Board of Supervisors, its Health Committee held six work sessions to discuss housing needs and funding priorities. In addition, the board held eight town hall meetings to discuss the needs and solicit input on potential bond programs. Given concerns about displacement pressure within the county, the bond funding could allow other funds the county had designated for affordable housing to be repurposed for programs not eligible for bond funding, specifically, services targeted directly at preventing displacement.


Over the estimated 24-year duration of the bond, the measure is estimated to cost Alameda County voters \$11.60 per \$100,000 in assessed value.

As you know, SB 375 (Steinberg, 2008) requires regions to plan and zone for enough housing to meet the needs of the existing and forecast population within the region during the horizon of the long-range plan. Accordingly, staff recommends a support position on Alameda County's affordable housing bond measure.

Known Positions

Support
Pending

Oppose
Pending



Steve Heminger

SH: rl

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Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1775 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 6/27/2016 **In control:** Legislation Committee

On agenda: 7/8/2016 **Final action:**

Title: City of Oakland Infrastructure Bond Proposal

An estimated \$600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.

Sponsors:

Indexes:

Code sections:

Attachments: [3f_City of Oakland](#)

Date	Ver.	Action By	Action	Result
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Subject:

City of Oakland Infrastructure Bond Proposal

An estimated \$600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



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Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
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WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: City of Oakland Infrastructure Bond Proposal

Background

The City of Oakland is expecting to take action to place on the ballot an estimated \$600 million bond measure aimed at three key categories:

- Streets, Sidewalks and Pedestrian, Bicycle & Traffic Safety.
- Public Safety and Improving Quality of Life — Libraries, Parks & Recreation, Fire and Police.
- Housing and Anti-Displacement.

A final determination as to the amount and the allocation of the funds is subject to an Oakland City Council decision scheduled for July 5, 2016.

Recommendation: Support

Discussion

Both the Finance and Public Works Committees of the City Council have held meetings and received public input on the content of the potential bond measure as well as information gained from polling and priorities established by the City's Capital Improvement Plan.

We expect to have more details of this proposal at your regularly scheduled July 8th Legislation Committee meeting.

Known Positions

Support
Pending

Oppose
Pending

Steve Heminger

SH: rr

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Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1767 **Version:** 1 **Name:**

Type: Report **Status:** Commission Approval

File created: 6/23/2016 **In control:** Legislation Committee

On agenda: 7/8/2016 **Final action:**

Title: Santa Clara County Affordable Housing Bond

\$950 million affordable housing bond.

Sponsors:

Indexes:

Code sections:

Attachments: [3g_Santa Clara Housing Bond](#)

Date	Ver.	Action By	Action	Result
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Subject:

Santa Clara County Affordable Housing Bond

\$950 million affordable housing bond.

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3g
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 1, 2016

FR: Executive Director

W. I. 1131

RE: Santa Clara County Affordable Housing Bond

Background

Last month the Santa Clara County Board of Supervisors unanimously approved placing on the November 2016 ballot a \$950 million affordable housing bond to address the county's significant homelessness and affordable housing challenges. The proposed measure would distribute the funds as follows:

- \$855 million (90 percent) for extremely low-income households (below 30 percent of area median income), permanent supportive housing and rapid rehousing.¹
- \$95 million (10 percent) for housing affordable to very low-income families (between 30 percent to 50 percent area median income).

Recommendation: Support

Discussion

The idea for the housing bond emerged from the County Board of Supervisor's Housing Task Force, which recommended finding a new source of revenue to provide shelter for the homeless. Polling conducted in April 2016 found that housing is a top concern among Santa Clara County voters, outranking other concerns — including traffic/transportation — by a 2:1 margin or more. In fact, the poll found voters rank building affordable housing equal to education and crime as a priority. Of particular concern among voters is the need for additional funding to build housing for the county's most disadvantaged residents, including the homeless, seniors, and veterans.

Santa Clara has a large number of homeless individuals — more than 6,500 according to a 2015 census — due largely to its extremely high (and rapidly growing) home purchase prices and rents according to the Santa Clara Board of Supervisors staff report on the measure. To address this major concern, the bond proposal would invest the vast majority of funds towards housing for homeless individuals and families or others with an income at or below 30 percent of the median area income.

¹ "Permanent Supportive Housing" targets chronically homeless, or those who have been homeless for more than a year and need such services as mental health, substance abuse or medical care. "Rapid Rehousing" is generally for those who experience homelessness for brief periods, have an income and need transitional housing for up to 18 months in order to get stable and move into permanent housing.

According to the staff report:

Even though housing for homeless and populations with very low income is currently being built, the number of units available to these special needs populations does not satisfy the projected demand and falls far short of the demand within our community. In fact, the California Housing Partnership has reported that 67,576 additional homes are needed to meet the needs of individuals and families that are very low income (VLI) (31% to 50% of the area median income) or extremely low income (ELI) (below 30% of area median income) renters.

The report also noted that the Regional Housing Needs Allocation for Santa Clara County, covering the 2014 – 2022 time period, estimates that the county needs an additional \$220 million annually to meet the affordable housing needs of ELI and VLI households. The Community Plan to End Homelessness in Santa Clara County estimates that over the next five years the county needs an additional 3,600 supportive housing units and 2,400 rapid rehousing units to address the complex needs of the homeless populations in the county.

The measure is estimated to cost Santa Clara County voters \$12.66 per \$100,000 in assessed value for a maximum duration of 38 years. In terms of how the bond funds would be used, cities and nonprofit developers seeking funding would compete for funding, with priority given to projects that demonstrate readiness and are able to leverage matching funds. The measure requires annual audits and a bond oversight committee.

SB 375 (Steinberg, 2008) requires that regions plan (and zone) for enough housing to meet the needs of the existing and forecast population, consistent with the Regional Housing Needs Allocation, within the region during the horizon of the long-range plan. There is no question that the Bay Area is failing at this task, and this failure is felt most acutely by the homeless and other ELI households. Accordingly, staff recommends a support position on Santa Clara County's housing bond measure to assist in the construction of thousands of new units of affordable housing.

Known Positions

Support

Destination: Home
Nonprofit Housing Association of Northern California
Santa Clara County Senior Care Commission

Opposed

None on file



Steve Heminger

SH: rl



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1689 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/2/2016 **In control:** Legislation Committee

On agenda: 7/8/2016 **Final action:**

Title: Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Sponsors:

Indexes:

Code sections:

Attachments: [4a Tom Bulger's DC Report June 2016](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments

June 2016 Monthly Report for MTC



To: Steve Heminger, Executive Director MTC

From: Tom Bulger, President GRI

Date: June 28, 2016

Re: Monthly Report for June 2016

Please note that not a lot of Federal Transportation activity occurred during this past month due to other factors being the areas of focus such as gun control, abortion and Presidential politics.

- **Federal Transportation Appropriations**
- **Transit Representation on Metropolitan Planning Organization (MPO) Board's**
- **Meeting**
- **Coming and Going**

Federal Transportation Appropriations

Progress on the FY 2017 Transportation Appropriations or spending bill has ground to a halt. This is due to Presidential politics, gun control, House politics, etc. This means that it is unlikely that Congress will pass the FY 2017 Transportation Appropriations bill before the July recess or before the end of the Federal FY at the end of this September.

Transit Representation on Metropolitan Planning Organization (MPO) Board's

During the month we have been in contact with the Federal Transit Administration (FTA), General Counsel's staff concerning how best to handle the recent Final Rule by the FTA on transit representation on MPO Board's. We await clarification from the FTA on this matter.

Meeting

- Meeting with Association of Metropolitan Planning Organization (AMPO) on Transit Representation on MPO Board's.

Coming and Going

- Chris Bertram, Majority Chief of Staff at the House Transportation and Infrastructure Committee announced that he is leaving the Committee;
- Jim Billimoria, House Transportation and Infrastructure Committee Communications Director announced that he is leaving the Committee; and
- Justin Harclerode has been appointed the Committee's new Communications Director.