



Metropolitan Transportation Commission

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

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. Sperling*

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

Friday, January 8, 2016

9:10 AM

Lawrence D. Dahms Auditorium

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:10 a.m. or immediately following the 9:05 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. [15-1118](#) Minutes of December 11, 2015 Meeting.

Action: Committee Approval

Attachments: [2a Minutes Dec 2015.pdf](#)

- 2b. [15-1119](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [2b January LegHistoryforWeb.pdf](#)

3. Information

- 3a. [15-1125](#) 2016 MTC Excellence in Motion Awards Program

An overview of the awards program.

Action: Information

Presenter: Pam Grove

Attachments: [3a 2016 Awards Program Memo.pdf](#)

[3a 2016 Awards Program Postcard - Handout.pdf](#)

- 3b. [15-1120](#) Update on FY 2016-17 Proposed Budget and Transportation Special Session

Update on the proposed FY 2016-17 State Budget and any activity related to new state transportation funding sources.

Action: Information

Presenter: Rebecca Long

Attachments: [3b StateBudget SpecialSessionUpdate.pdf](#)
[3b StateBudget SpecialSessionUpdate - Handout.pdf](#)

- 3c. [15-1121](#) Sacramento & Washington D.C. Legislative Visits

Information about legislative advocacy meetings being planned for Sacramento & Washington D.C.

Action: Information

Presenter: Randy Rentschler

Attachments: [3c Sac&WashingtonDCVisits.pdf](#)

4. Federal Legislation

- 4a. [15-1122](#) 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 Dec 2015.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be February 12, 2016, 9:05 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, 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 510.817.5757 or 510.810.5769 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 510.817.5757 或 510.817.5769 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 510.817.5757 o al 510.817.5769 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 #: 15-1118 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 12/9/2015 **In control:** Legislation Committee
On agenda: 1/8/2016 **Final action:**
Title: Minutes of December 11, 2015 Meeting.
Sponsors:
Indexes:
Code sections:
Attachments: [2a_Minutes_Dec 2015.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of December 11, 2015 Meeting.

Recommended Action:
Committee Approval

Attachments



Metropolitan Transportation Commission

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

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, December 11, 2015

9:05 AM

Lawrence D. Dahms Auditorium

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Haggerty, Commissioner Halsted, Vice Chair Liccardo,
Commissioner Pierce, and Commissioner Spering

Absent: 2 - Chairperson Aguirre, and Commissioner Kinsey

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Member Present: Commission Chair Cortese

Ad Hoc Non-Voting Members Present: Commissioner Bates, Commissioner Campos, Commissioner
Luce, Commissioner Wiener, and Commissioner Rein Worth

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 5 - Commissioner Haggerty, Commissioner Halsted, Vice Chair Liccardo,
Commissioner Pierce and Commissioner Spering

Absent: 2 - Chairperson Aguirre and Commissioner Kinsey

2a. [15-1065](#) Minutes of November 13, 2015 meeting.

Action: Committee Approval

3. Approval

3a. [15-1066](#) 2016 Final Advocacy Program

The final version of state and federal legislative priorities for 2016.

Action: Commission Approval

Presenter: Randy Rentschler

Upon the motion by Commissioner Halsted and second by Commissioner Pierce, the 2016 Final Advocacy Program was unanimously adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Haggerty, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce and Commissioner Spering

Absent: 2 - Chairperson Aguirre and Commissioner Kinsey

4. Federal Legislation

4a. [15-1076](#) Federal Surface Transportation Reauthorization Update

Update on the conference agreement between the House and Senate on a long-term surface transportation reauthorization bill, now titled "Fixing America's Surface Transportation (FAST) Act (H.R. 22).

Action: Information

Presenter: Randy Rentschler

4b. [15-1067](#) Tom Bulger's Report

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

Action: Information

Presenter: Randy Rentschler

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be January 8, 2016, 9:05 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.



Metropolitan Transportation Commission

101 Eighth Street,
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Legislation Details (With Text)

File #: 15-1119 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 12/9/2015 **In control:** Legislation Committee
On agenda: 1/8/2016 **Final action:**
Title: Legislative History
Sponsors:
Indexes:
Code sections:
Attachments: [2b_January_LegHistoryforWeb.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Joseph P. Bort, Metro Center
101 Eighth Street
Oakland, CA 94607-4700
Telephone: 510.817.5700
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Bill Number	Current Text	Status	Summary	MTC Position
AB 2 Alejo	Chaptered 9/22/2015	Assembly Chaptered	Community revitalization authority. Would authorize certain local agencies to form a community revitalization 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.	
AB 4 Linder	Introduced 12/1/2014	Assembly 2 year	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Support & Seek Amendment
AB 6 Wilk	Introduced 12/1/2014	Assembly Transportation	Bonds: transportation: school facilities. 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. These provisions would become effective only upon approval by the voters at the next statewide election.	
AB 8 Gatto	Chaptered 9/28/2015	Assembly Chaptered	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would authorize the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	
AB 21 Bonta	Amended 1/4/2016	Senate Third Reading	Medical marijuana: cultivation licenses. Current law provides that if a city, county, or city and county does not have land use regulations or ordinances regulating or prohibiting the cultivation of marijuana, commencing March 1, 2016, the Department of Food and Agriculture is the sole licensing authority for medical marijuana cultivation applicants in that city, county, or city and county. This bill would delete the provision that grants the department the sole licensing authority under those circumstances.	

AB 23 Patterson	Introduced 12/1/2014	Assembly Natural Resources	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	
AB 24 Nazarian	Amended 4/22/2015	Assembly 2 year	Transportation network companies: public safety requirements. Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.	
AB 28 Chu	Chaptered 10/7/2015	Assembly Chaptered	Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.	
AB 33 Quirk	Amended 9/4/2015	Senate 2 year	Electrical corporations: procurement plans. The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.	
AB 35 Chiu	Vetoed 10/10/2015	Assembly Vetoed	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years 2016 through 2021, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$100,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria.	Support
AB 40 Ting	Chaptered 10/7/2015	Assembly Chaptered	Toll bridges: pedestrians and bicycles. Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would, until January 1, 2021, prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	

AB 61 Allen, Travis	Amended 4/20/2015	Assembly Transportation	Shuttle services: loading and unloading of passengers. Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.	
AB 62 Allen, Travis	Introduced 12/12/2014	Assembly 2 year	Charter-party carriers of passengers. The Passenger Charter-Party Carriers' Act provides for the regulation by the Public Utilities Commission of motor carriers operating as charter-party carriers of passengers. Current law generally requires charges for the transportation to be offered or afforded by a charter-party carrier of passengers to be computed and assessed on a vehicle mileage or time-of-use basis, rather than on an individual-fare basis, subject to certain exceptions. This bill would make nonsubstantive changes to these provisions.	
AB 95 Committee on Budget	Chaptered 6/24/2015	Assembly Chaptered	Transportation. Under the State Transit Assistance program, funds may not be allocated to a transit operator for operating purposes unless the operator meets one of 2 specified efficiency standards, subject to certain exceptions. However, current law suspends those restrictions with respect to allocations for operating purposes made through the 2014-15 fiscal year. This bill would continue the suspension of those restrictions through the 2015-16 fiscal year.	
AB 102 Rodriguez	Amended 3/26/2015	Assembly 2 year	Railroad and surface transportation safety and emergency planning and response: hazardous materials. Would create the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Force in the Office of Emergency Services, consisting of specified representatives, and would designate this force as being responsible for providing regional and onsite response capabilities in the event of a release of hazardous materials from a rail car or a railroad accident involving a rail car or a hazardous materials release from a truck accident. This bill contains other related provisions and other existing laws.	
AB 103 Weber	Amended 5/27/2015	Assembly Budget	Budget Act of 2015. This bill would make appropriations for support of state government for the 2015-16 fiscal year. This bill contains other related provisions.	
AB 156 Perea	Amended 8/18/2015	Senate 2 year	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and 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. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Oppose
AB 157 Levine	Chaptered 10/1/2015	Assembly Chaptered	Richmond-San Rafael Bridge. Would, if the Metropolitan Transportation Commission and the Department of Transportation develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level, authorize the lead agency to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act. This bill contains other related provisions.	Support & Seek Amendment

AB 194 Frazier	Chaptered 10/9/2015	Assembly Chaptered	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop and operate HOT lanes or other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.	Support
AB 198 Frazier	Chaptered 6/30/2015	Assembly Chaptered	Vehicles: tow truck assistance. Would authorize a driver of a tow truck who is either operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway or summoned by the owner or operator of a vehicle involved in a collision or that is otherwise disabled on the roadway to utilize the center median or right shoulder of a roadway in the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or rendering of assistance to a disabled vehicle obstructing a roadway if specified conditions are met.	
AB 208 Bigelow	Chaptered 9/4/2015	Assembly Chaptered	Vehicles: highway: lane use. Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.	
AB 210 Gatto	Vetoed 9/28/2015	Assembly Vetoed	High-occupancy vehicle lanes: County of Los Angeles. Would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements.	
AB 212 Achadjian	Introduced 2/2/2015	Assembly 2 year	State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
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 223 Dahle	Chaptered 8/11/2015	Assembly Chaptered	Highways: exit information signs. Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	
AB 227 Alejo	Amended 1/4/2016	Assembly Budget	Household hazardous waste: transportation manifest. Current law requires, on or before December 31, 2019, public agencies and their contractors that transport household hazardous waste to a hazardous waste facility to use certain consolidated manifesting procedures. Current law establishes volumetric and weight limits on the amount of hazardous waste that a conditionally exempt small quantity generator may transport to a household hazardous waste collection facility. Current law expresses the weight limit in 2 alternative measures. This bill would extend the consolidated manifesting procedures requirement to December 31, 2020.	Support
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 239 Gallagher	Introduced 2/5/2015	Assembly 2 year	Greenhouse gases: regulations. Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	
AB 313 Atkins	Chaptered 9/22/2015	Assembly Chaptered	Enhanced infrastructure financing districts. Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	
AB 323 Olsen	Chaptered 7/6/2015	Assembly Chaptered	California Environmental Quality Act: exemption: roadway improvement. The California Environmental Quality Act (CEQA), until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption to January 1, 2020.	

AB 327 Gordon	Chaptered 7/6/2015	Assembly Chaptered	Public works: volunteers. All workers employed on public works projects are required to be paid not less than the general prevailing rate of per diem wages for work, except as specified. Current law governing public works does not apply to specified work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a community conservation corps. These provisions are effective only until January 1, 2017, and as of that date are repealed. This bill would extend those provisions until January 1, 2024, at which date those provisions would be repealed. The bill would also delete an obsolete provision.	
AB 338 Hernández, Roger	Amended 4/13/2015	Senate 2 year	Los Angeles County Metropolitan Transportation Authority: transactions and use tax. Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.	
AB 368 Steinorth	Introduced 2/17/2015	Assembly 2 year	Community redevelopment. Current law relating to redevelopment agencies provides for specified payments with respect to development project areas. This bill would make nonsubstantive changes to those provisions.	
AB 369 Steinorth	Introduced 2/17/2015	Assembly 2 year	Local government. The Planning and Zoning Law establishes in each city and county a planning agency with the powers necessary to carry out the purposes of that law. Current law sets forth the Legislature's findings and declarations regarding the availability of affordable housing throughout the state. This bill would make nonsubstantive changes to those findings and declarations.	
AB 378 Mullin	Amended 1/4/2016	Assembly Transportation	State Highway 101 Route corridor. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would require the department, in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, to create an integrated corridor management team to consider transportation projects addressing congestion relief in the State Highway Route 101 corridor located within the County of San Mateo.	
AB 400 Alejo	Chaptered 10/9/2015	Assembly Chaptered	Department of Transportation: changeable message signs. Would require the Department of Transportation, by June 30, 2016, to update its internal policies to allow displays of safety, transportation-related, and voting-related messages on changeable message signs, as defined, subject to approval by the United States Department of Transportation, as provided .	
AB 422 McCarty	Chaptered 9/28/2015	Assembly Chaptered	Sacramento Regional Transit District: line of credit. Would authorize the Sacramento Regional Transit District to seek and obtain a short-term revolving line of credit for operating purposes in anticipation of receipt of federal operating grants, with the extension of credit to the district evidenced by a note, in addition to and as an alternative to temporary borrowing, as specified. The bill would authorize the district to pledge anticipated federal grants and other available funds as security for repayment of the note and would prescribe other terms.	

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	Introduced 2/23/2015	Senate 2 year	Greenhouse gas: energy efficiency: financing. Would authorize the use of the moneys in the Greenhouse Gas Reduction Fund to provide funding for the implementation of the PACE Reserve program. This bill contains other existing laws.	
AB 457 Melendez	Amended 3/26/2015	Assembly 2 year	High-occupancy toll lanes. Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	
AB 464 Mullin	Vetoed 8/17/2015	Assembly Vetoed	Transactions and use taxes: maximum combined rate. Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Support
AB 472 Harper	Introduced 2/23/2015	Assembly 2 year	Public works: prevailing wage: volunteers. Current law generally requires the payment of not less than the prevailing rate of per diem wages for work of a similar character in the locality in which the public work, as defined, is performed by workers employed on public works projects, except for public works projects of \$1,000 or less, or except for any work performed, on or after January 1, 2002, and until January 1, 2017, by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a Community Conservation Corps. This bill would make a nonsubstantive, technical change by deleting an obsolete provision.	
AB 498 Levine	Chaptered 10/8/2015	Assembly Chaptered	Wildlife conservation: wildlife corridors. Would declare that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means, as applicable. This bill contains other related provisions and other existing laws.	
AB 516 Mullin	Amended 7/16/2015	Senate 2 year	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Support

AB 518 Frazier	Introduced 2/23/2015	Assembly 2 year	Department of Transportation. Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	
AB 528 Baker	Introduced 2/23/2015	Assembly Public Employees, Retirement and Social Security	San Francisco Bay Area Rapid Transit District: strikes: prohibition. Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	
AB 529 Jones-Sawyer	Introduced 2/23/2015	Assembly 2 year	Armed prohibited persons: vehicle registration and driver's license prohibitions. Current law requires the Attorney General to establish and maintain an online database, the Prohibited Armed Persons File, to cross-reference persons who have ownership or possession of a firearm on or after January 1, 1996, and who, subsequent to the date of that ownership or possession, fall within a class of persons who are prohibited from owning or possessing a firearm. This bill would require the Department of Justice to allow the Department of Motor Vehicles to access the database in connection with the registration of vehicles and the issuance and renewal of driver's licenses. This bill contains other related provisions and other existing laws.	
AB 604 Olsen	Chaptered 10/11/2015	Assembly Chaptered	Electrically motorized boards. Would define the term "electrically motorized board." The bill would prohibit the operation of an electrically motorized board upon a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug. The bill would require the operator of an electrically motorized board to wear a helmet while operating an electrically motorized board upon a highway, bikeway, or any other public bicycle path, sidewalk, or trail. The bill would require an operator to be at least 16 years of age in order to operate an electrically motorized board.	
AB 605 Gatto	Chaptered 10/9/2015	Assembly Chaptered	Dealer charges: license plates. Current law authorizes the Department of Motor Vehicles to establish contracts for electronic programs that allow qualified private industry partners to join the department in providing services that include processing and payment programs for vehicle registration and titling transactions. Under current law, a dealer is authorized to charge the purchaser or lessee of a vehicle certain charges, including an electronic filing charge. This bill would prohibit the electronic filing charge from being used to pay for additional fees, goods, or services not directly related to the electronic registration of a motor vehicle.	
AB 620 Hernández, Roger	Amended 1/5/2016	Assembly Transportation	High-occupancy toll lanes: exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to provide mitigation measures for commuters and transit users of low income and would also require LACMTA , until January 1, 2022, to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	

AB 692 Quirk	Chaptered 10/8/2015	Assembly Chaptered	Low-carbon transportation fuels. The State Air Resources Board is required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. Pursuant to the California Global Warming Solutions Act of 2006, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill, commencing January 1, 2017, would require, except as provided, at least 3% of the aggregate amount of bulk transportation fuel purchased by the state government to be procured from very low carbon transportation fuel sources.	
AB 720 Cooley	Introduced 2/25/2015	Assembly 2 year	California Global Warming Solutions Act of 2006: market-based compliance mechanisms. Would require the State Air Resources Board, for any market-based compliance mechanism that the state board might adopt, to allow participating entities to freely sell or transfer greenhouse gas emissions allowances held in a holding account, as defined, or compliance account, as defined, except for allowances that have been expressly retired to meet a compliance obligation, as defined. This bill contains other related provisions.	
AB 742 Gallagher	Amended 1/4/2016	Assembly Transportation	Heavy-duty diesel-fueled vehicles: study: filters. Would prohibit the State Air Resources Board from enforcing a certain regulation that restricts emissions from in-use diesel-fueled vehicles until the state board receives from an independent private firm a completed comprehensive study of the safety of any particulate-matter filters required to be installed on affected vehicles.	
AB 744 Chau	Chaptered 10/9/2015	Assembly Chaptered	Planning and zoning: density bonuses. Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets specified criteria in excess of specified ratios. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within 1/2 mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	Support
AB 779 Garcia, Cristina	Amended 8/19/2015	Senate Appropriations	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	
AB 808 Ridley-Thomas	Chaptered 10/8/2015	Assembly Chaptered	Automotive fuels and products. Current law requires the Department of Food and Agriculture to establish standards for motor vehicle fuels and other petroleum products that are offered for sale in the state and requires the department, through the Division of Measurement Standards to enforce regulations and standards for motor vehicle fuels and lubricants. A violation of this law and those regulations and standards is a crime. This bill would revise and recast those provisions and would additionally subject the retail sale of electricity for the purposes of transferring electricity to, or storing electricity onboard, an electric vehicle primarily for the purpose of propulsion and other alternative fuels.	

AB 828 Low	Amended 7/14/2015	Senate 2 year	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between 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 Perea	Amended 8/18/2015	Senate 2 year	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	
AB 869 Cooper	Amended 6/18/2015	Senate 2 year	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 875 Harper	Introduced 2/26/2015	Assembly 2 year	Low-speed electric bicycles. Current law defines a motorized bicycle in one case as a device that has fully operative pedals for propulsion by human power and has an electric motor that meets specified requirements, including that it has a power output of not more than 1,000 watts, is incapable of propelling the device at a speed of more than 20 miles per hour on ground level, and is incapable of further increasing the speed of the device when human power is used to propel the motorized bicycle faster than 20 miles per hour. This bill would redefine this type of "motorized bicycle" by, among other things, renaming it a "low-speed electric bicycle," stating that it can have either 2 or 3 wheels, lowering the maximum power output to 750 watts, and requiring that it weigh no more than 80 pounds.	
AB 877 Chu	Amended 3/26/2015	Assembly 2 year	Transportation. Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	
AB 902 Bloom	Chaptered 9/21/2015	Assembly Chaptered	Traffic violations: diversion programs. Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to the imposition of those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program that is sanctioned by local law enforcement	

AB 906 Cooper	Chaptered 9/28/2015	Assembly Chaptered	Sacramento Regional Transit District. Current law provides that a city or county that is not annexed to the Sacramento Regional Transit District may appoint at least one director as a participating entity if it enters into an agreement with the district that provides, among other things, for payment of the participating entity's proportionate share of the district's cost to provide rail or other districtwide transit services. Current law, in that regard, provides for the proportionate share of the City of Elk Grove to be determined pursuant to a specified agreement between the city and the district. This bill would repeal those provisions relating to the proportionate share of the City of Elk Grove to be determined pursuant to the specified agreement.	
AB 914 Brown	Chaptered 10/9/2015	Assembly Chaptered	Toll facilities: County of San Bernardino. Would authorize the San Bernardino County Transportation Commission to conduct, administer, and operate a value-pricing program, that may include HOT lanes or other toll facilities in the Interstate Highway Routes 10 and 15 in the County of San Bernardino and, with the agreement of affected transportation agencies, specified extensions and connections into the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues.	
AB 945 Ting	Amended 5/20/2015	Assembly Appropriations Suspense File	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	
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 1032 Salas	Chaptered 10/4/2015	Assembly Chaptered	Diesel Fuel Tax Law: reimbursements. The Diesel Fuel Tax Law provides for a reimbursement of the amount of that tax to persons who have used that tax-paid fuel in specified nontaxable uses, which is allowed through a claim for refund. This bill would allow a claim for refund for amounts of tax paid on the biodiesel fuel portion of dyed blended biodiesel fuel removed from an approved terminal at the terminal rack, as provided, to the extent a supplier can show that the tax on that biodiesel fuel has been paid by the same supplier.	
AB 1033 Garcia, Eduardo	Amended 1/4/2016	Assembly Jobs, Economic Development and the Economy	Economic impact analysis: small business definition. Would authorize a state agency, when preparing the economic impact analysis, 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 1096 Chiu	Chaptered 10/7/2015	Assembly Chaptered	Vehicles: electric bicycles. Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. The bill would require every electric bicycle manufacturer to certify that it complies with specified equipment and manufacturing requirements.	

AB 1098 Bloom	Amended 3/26/2015	Assembly 2 year	Transportation: congestion management. Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	
AB 1115 Salas	Amended 1/4/2016	Assembly Transportation	School zones: traffic control devices: state highways. Would authorize the governing board of a city, county, city and county, or school district, by ordinance, to designate a school zone within its geographic jurisdiction on a state highway, other than a freeway, if the state highway is within 1,000 feet of the grounds of a school, and to specify in the ordinance the applicable speed limit that shall apply within the school zone. The designation of a school zone pursuant to this section may be made regardless of the previously posted speed limits on the state highway or the presence of a fence, gate, or other physical barrier separating the state highway from the school grounds.	
AB 1132 Ting	Amended 5/4/2015	Assembly 2 year	Distributed generation: report: green workforce training programs. Current law requires the Public Utilities Commission, on or before January 1, 2010, and biennially thereafter, in consultation with the Independent System Operator and the State Energy Resources Conservation and Development Commission, to study, and submit a report to the Legislature and the Governor on, the impacts of distributed energy generation on the state's distribution and transmission grid. This bill would instead require the report to be submitted annually to the Legislature.	
AB 1138 Patterson	Introduced 2/27/2015	Assembly 2 year	High-speed rail: eminent domain. Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	
AB 1160 Harper	Amended 4/14/2015	Assembly 2 year	Vehicles: automated traffic enforcement systems. Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	
AB 1164 Gatto	Chaptered 10/9/2015	Assembly Chaptered	Water conservation: drought tolerant landscaping. Would prohibit a city, including a charter city, county, and city and county, from enacting or enforcing any ordinance or regulation that prohibits the installation of drought tolerant landscaping, synthetic grass, or artificial turf on residential property, as specified. The bill would additionally state that this is an issue of statewide concern. This bill contains other related provisions.	

AB 1171 Linder	Chaptered 10/1/2015	Assembly Chaptered	Construction Manager/General Contractor method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	
AB 1176 Perea	Amended 8/18/2015	Senate Appropriations	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill contains other related provisions.	Oppose
AB 1222 Bloom	Chaptered 9/21/2015	Assembly Chaptered	Tow trucks. Current law makes it a misdemeanor for the owner or operator of a tow truck to stop at the scene of an accident or near a disabled vehicle for the purpose of soliciting an engagement for towing services, either directly or indirectly, or to furnish any towing services, unless summoned to the scene, requested to stop, or flagged down by the owner or operator of a disabled vehicle, or requested to perform the service by a law enforcement officer or public agency pursuant to that agency's procedures. This bill would, subject to exceptions, apply those provisions to a towing company.	
AB 1251 Gomez	Chaptered 10/8/2015	Assembly Chaptered	Greenway Development and Sustainment Act. Would enact the Greenway Development and Sustainment Act and would apply to greenway easements certain creation and transfer provisions similar to those of conservation easements. The bill would define greenway as a pedestrian and bicycle, nonmotorized vehicle transportation, and recreational travel corridor that meets specified requirements. The bill would also include greenways in the definition of "open-space land" for local planning purposes. This bill contains other related provisions and other existing laws.	
AB 1265 Perea	Amended 4/29/2015	Assembly 2 year	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. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Support
AB 1284 Baker	Chaptered 8/11/2015	Assembly Chaptered	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. Current law requires the Department of Transportation and the Bay Area Toll Authority to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	

AB 1287 Chiu	Chaptered 10/4/2015	Assembly Chaptered	Vehicles: parking violations. Current law requires San Francisco to provide to the transportation and judiciary committees of the Legislature, no later than March 1, 2015, an evaluation of the effectiveness and impact on privacy of video imaging parking violations occurring in transit-only traffic lanes if San Francisco installs automated forward-facing parking control devices on city-owned public transit vehicles for that purpose. This bill would delete obsolete provisions requiring the evaluation and would also delete the repeal date for San Francisco's authority to install the parking control devices, thereby extending the operation of those provisions indefinitely.	
AB 1288 Atkins	Chaptered 10/8/2015	Assembly Chaptered	Air resources. Current law establishes the State Air Resources Board, consisting of 12 members appointed by the Governor and confirmed by the Senate. Current law requires the State Air Resources Board to take certain actions regarding air pollution. This bill would increase the membership of the state board to 14, with the Senate Committee on Rules and the Speaker of the Assembly each appointing one member, as provided.	
AB 1290 Dahle	Chaptered 6/30/2015	Assembly Chaptered	Health care districts: public contracts: design-build. Would authorize the Mayers Memorial Hospital District to use this design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at Mayers Memorial Hospital. This bill contains other related provisions and other existing laws.	
AB 1324 Williams	Amended 3/26/2015	Assembly 2 year	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 makes various findings and declarations. The act defines various terms, including "statewide greenhouse gas emissions limit," for purposes of the act. This bill would make changes to those findings and declarations. The bill would revise the definition of "statewide greenhouse gas emissions limit."	
AB 1335 Atkins	Amended 6/3/2015	Assembly Third Reading	Building Homes and Jobs Act. Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. This bill contains other related provisions and other existing laws.	Support
AB 1336 Salas	Amended 1/4/2016	Assembly Natural Resources	Greenhouse gases: Community Climate Improvement Program. Would establish and require the Strategic Growth Council, in coordination with the State Air Resources Board, to administer the Community Climate Improvement Program to provide grants for the development and implementation of multicounty, multielement climate beneficial projects that maximize greenhouse gas emissions reductions or sequestration. The bill would require the council, in coordination with the state board, to develop guidelines for the program.	Oppose
AB 1342 Steinorth	Vetoed 10/10/2015	Assembly Vetoed	Disability access. Would require applicants for CASp certification or renewal to additionally provide to the State Architect the name of the city, county, or city and county in which the applicant intends to provide or has provided services, and would require the State Architect to post that information on his or her Internet Web site. This bill contains other related provisions and other existing laws.	

AB 1360 Ting	Amended 7/2/2015	Senate 2 year	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Support
AB 1364 Linder	Introduced 2/27/2015	Assembly Transportation	California Transportation Commission. Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	
AB 1367 Williams	Introduced 2/27/2015	Assembly 2 year	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. This bill would make nonsubstantive changes to the requirement that the state board adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the program.	
AB 1384 Baker	Amended 1/4/2016	Assembly Transportation	Toll facilities: Metropolitan Transportation Commission. Current law authorizes the Bay Area Toll Authority to make direct contributions to the Metropolitan Transportation Commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would instead limit the direct contributions by the authority to the commission in any fiscal year to 1% of funds available to the authority in that fiscal year, and would impose a similar restriction on loans from the authority to the commission.	
AB 1398 Wilk	Introduced 2/27/2015	Assembly 2 year	Environmental quality: the Sustainable Environmental Protection Act. Would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws.	
AB 1422 Cooper	Chaptered 10/11/2015	Assembly Chaptered	Transportation network companies. Would provide that a transportation network company is eligible and required to participate in the Department of Motor Vehicles' pull-notice system to regularly check the driving records of a participating driver regardless of whether the participating driver is an employee or an independent contractor of the transportation network company. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

AB 1459 Kim	Amended 4/14/2015	Assembly 2 year	Toll lanes: County of Orange. Current law authorizes certain toll facilities on public highways. Current law creates the Orange County Transportation Authority with various powers and duties. This bill would prohibit the Department of Transportation from seeking or providing funding for a toll lane on a public highway within the boundaries of the County of Orange unless the project is approved by a 2/3 vote of the Orange County Transportation Authority. This bill contains other related provisions.	
AB 1482 Gordon	Chaptered 10/8/2015	Assembly Chaptered	Climate adaptation. Would require the Natural Resources Agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy, as provided. The bill would require the agency, by January 1, 2017, and every 3 years thereafter, to release a draft climate adaptation strategy, as provided. The bill would require state agencies to maximize specified objectives, including, among others, promoting the use of the climate adaptation strategy to inform planning decisions and ensure that state investments consider climate change impacts, as well as promote the use of natural systems and natural infrastructure, as defined, when developing physical infrastructure to address adaptation.	
AB 1486 Obernolte	Introduced 2/27/2015	Assembly 2 year	Vehicles: toll highways. Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	
AB 1533 Committee on Jobs, Economic Development, and the E	Chaptered 9/30/2015	Assembly Chaptered	Infrastructure financing. The Bergeson-Peace Infrastructure and Economic Development Bank Act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure. The bill would revise the definition of port facilities to specifically reference airports, landports, waterports, and railports.	
AB 1550 Gomez	Introduced 1/4/2016	Assembly Print	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.	
AB 1555 Gomez	Introduced 1/4/2016	Assembly Print	Greenhouse Gas Reduction Fund. Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.	

AB 1569 Steinorth	Introduced 1/4/2016	Assembly Print	California Environmental Quality Act: exemption: existing transportation infrastructure. Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	
AB 1572 Campos	Introduced 1/4/2016	Assembly Print	School transportation. Would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner.	
AB 1591 Frazier	Introduced 1/6/2016	Assembly Print	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.	
AB 1592 Bonilla	Introduced 1/6/2016	Assembly Print	Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, the 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 are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.	
AB 1595 Campos	Introduced 1/6/2016	Assembly Print	Employment: human trafficking training: mass transportation employers. Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.	
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.	
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.	
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.	

ACR 1 Levine	Chaptered 7/1/2015	Assembly Chaptered	Robin Williams Tunnel. This measure would designate the Waldo Tunnel on State Highway Route 101 between postmile 0.885 and postmile 1.074 in the County of Marin as the Robin Williams Tunnel. The measure would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.	
SB 1 Gaines	Introduced 12/1/2014	Senate Environmental Quality	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	
SB 5 Vidak	Introduced 12/1/2014	Senate Environmental Quality	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	
SB 8 Hertzberg	Amended 2/10/2015	Senate 2 year	Taxation. Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate , would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	
SB 9 Beall	Chaptered 10/9/2015	Senate Chaptered	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety.	
SB 25 Roth	Vetoed 9/22/2015	Senate Vetoed	Local government finance: property tax revenue allocation: vehicle license fee adjustments. Would modify specified reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2014-15 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. This bill contains other related provisions and other existing laws.	

SB 32 Pavley	Amended 9/10/2015	Assembly 2 year	California Global Warming Solutions Act of 2006. 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. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.	
SB 34 Hill	Chaptered 10/6/2015	Senate Chaptered	Automated license plate recognition systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. The bill would impose similar requirements on an "ALPR end-user," as defined. This bill contains other related provisions and other existing laws.	
SB 55 Knight	Introduced 12/19/2014	Senate 2 year	Department of Transportation: administration. Current law authorizes the Department of Transportation to do any act, as specified, for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would make technical, nonsubstantive changes to these provisions.	
SB 59 Knight	Introduced 12/19/2014	Senate 2 year	Vehicles: high-occupancy vehicle lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	
SB 61 Hill	Chaptered 9/28/2015	Senate Chaptered	Driving under the influence: ignition interlock device. Current law requires the Department of Motor Vehicles to establish a pilot program from July 1, 2010, to January 1, 2016, inclusive, in the Counties of Alameda, Los Angeles, Sacramento, and Tulare that requires, as a condition of being issued a restricted driver's license, being reissued a driver's license, or having the privilege to operate a motor vehicle reinstated subsequent to a conviction for any violation of the offenses related to driving while under the influence, a person to install for a specified period of time an ignition interlock device on all vehicles he or she owns or operates. This bill would extend the operation of that pilot program until July 1, 2017.	
SB 63 Hall	Chaptered 10/11/2015	Senate Chaptered	Seaport infrastructure financing districts. Would include port or harbor infrastructure, as defined, among the projects that may be financed by an enhanced infrastructure financing district. The bill would require a harbor agency to prepare an infrastructure financing plan for a seaport infrastructure financing district, defined as an enhanced infrastructure financing district that finances port or harbor infrastructure.	
SB 64 Liu	Chaptered 10/9/2015	Senate Chaptered	California Transportation Plan. The California Transportation Commission is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.	
SB 69 Leno	Amended 5/27/2015	Senate Budget and Fiscal Review	Budget Act of 2015. This bill would make appropriations for support of state government for the 2015-16 fiscal year. This bill contains other related provisions.	

SB 158 Huff	Amended 3/26/2015	Senate 2 year	Transportation projects: comprehensive development lease agreements. Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	
SB 167 Gaines	Amended 8/17/2015	Senate Public Safety	Fires: interference: unmanned aircraft. Would make it unlawful to knowingly, intentionally, or recklessly operate an unmanned aircraft or unmanned aircraft system, as defined, in a manner that prevents or delays the extinguishment of a fire, or in any way interferes with the efforts of firefighters to control, contain, or extinguish a fire. The bill would make a violation of this prohibition punishable by imprisonment in a county jail not to exceed 6 months, by a fine not to exceed \$5,000, or by both that fine and imprisonment. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
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 192 Liu	Amended 4/30/2015	Senate 2 year	Bicycles: helmets. Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.	
SB 194 Cannella	Introduced 2/10/2015	Senate 2 year	Vehicles: high-occupancy vehicle lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.	
SB 207 Wieckowski	Amended 3/24/2015	Assembly 2 year	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.	
SB 231 Gaines	Chaptered 9/9/2015	Senate Chaptered	Transportation programs. 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 and 20% for the Affordable Housing and Sustainable Communities Program. This bill would include water-borne transit as an eligible project that may be funded under these 2 programs.	

SB 236 Beall	Chaptered 9/28/2015	Senate Chaptered	Public streets, highways, and public service easements. Would authorize the legislative body of the City of San Jose to summarily vacate a public service easement located between Casselino Drive and Mullinix Way in the City of San Jose that is impassable for vehicular travel, if the legislative body finds that the vacation will protect the public safety or serve the public interest and convenience. This bill contains other related provisions.	
SB 241 Bates	Chaptered 8/10/2015	Senate Chaptered	Neighborhood electric vehicles. Current law, until January 1, 2017, authorizes the County of Orange to establish a neighborhood electric vehicle (NEV) transportation plan for the Ranch Plan Planned Community in that county. Under current law, operation of a neighborhood electric vehicle in violation of certain provisions is an infraction. This bill would extend the operative period of these provisions until January 1, 2022. By extending the operative period of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other current laws.	
SB 246 Wieckowski	Chaptered 10/8/2015	Senate Chaptered	Climate change adaptation. Would establish the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. The bill also would require, within one year of an update to the Safeguarding California Plan, the Office of Emergency Services, in coordination with the Natural Resources Agency, the Office of Planning and Research, and relevant public and private entities, to review and update, as necessary, the Adaptation Planning Guide, as specified.	
SB 254 Allen	Amended 6/2/2015	Assembly 2 year	State highways: relinquishment. Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	
SB 317 De León	Amended 5/5/2015	Senate Inactive File	The Safe Neighborhood Parks, Rivers, and Coastal Protection Bond Act of 2016. Would enact the Safe Neighborhood Parks, Rivers, and Coastal Protection Bond Act of 2016, which, if adopted by the voters at the November 8, 2016, statewide general election, would authorize the issuance of bonds in the total amount of \$2,450,000,000 pursuant to the State General Obligation Bond Law to finance a safe neighborhood parks, rivers, and coastal protection program. This bill contains other related provisions.	
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 348 Galgiani	Chaptered 8/7/2015	Senate Chaptered	California Environmental Quality Act: exemption: railroad crossings. CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities. This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.	
SB 350 De León	Chaptered 10/7/2015	Senate Chaptered	Clean Energy and Pollution Reduction Act of 2015. Current law establishes the California Renewables Portfolio Standards (RPS) Program, which is codified in the Public Utilities Act, with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold to retail customers per year by December 31, 2020. This bill would require that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50% by December 31, 2030, as provided.	
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 372 Galgiani	Amended 8/19/2015	Senate Energy, Utilities and Communications	Transportation network companies and taxicabs: sex offenders. Would prohibit a taxicab transportation service operator from hiring or retaining a driver who is required by law to register as a sex offender. This bill contains other related provisions and other existing laws.	
SB 374 Hueso	Chaptered 10/9/2015	Senate Chaptered	Local agency design-build projects: transit districts. Would specify that the definition of a local agency authorized to use the design-build method of project delivery includes the San Diego Association of Governments. The bill would define projects, as it pertains to the San Diego Association of Governments, to include development projects adjacent, or physically or functionally related, to transit facilities developed by the association.	
SB 379 Jackson	Chaptered 10/8/2015	Senate Chaptered	Land use: general plan: safety element. The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term general plan that includes various elements, including, among others, a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic hazards, flooding, and wildland and urban fires. This bill would, upon the next revision of a local hazard mitigation plan on or after January 1, 2017, or, if the local jurisdiction has not adopted a local hazard mitigation plan, beginning on or before January 1, 2022, require the safety element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county.	

SB 389 Berryhill	Amended 4/6/2015	Senate 2 year	Environmental quality: the Sustainable Environmental Protection Act. Would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws.	
SB 397 Fuller	Introduced 2/25/2015	Senate 2 year	Off-highway vehicles. The Off-Highway Motor Vehicle Recreation Act of 2003 provides for the acquisition, operation, and funding of state off-highway vehicular recreation areas and trails. This bill would state the intent of the Legislature to enact legislation relating to off-highway vehicles.	
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 413 Wieckowski	Chaptered 10/10/2015	Senate Chaptered	Public transit: prohibited conduct. Current law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing unreasonably loud sound equipment on or in a public transportation system facility or vehicle.	

SB 433 Berryhill	Amended 5/7/2015	Assembly 2 year	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year , instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	
SB 441 Leno	Amended 4/6/2015	Assembly Inactive File	San Francisco redevelopment: housing. Would authorize the successor agency to the Redevelopment Agency of the City and County of San Francisco to issue bonds or incur other indebtedness to finance the construction of affordable housing and infrastructure required by specified enforceable obligations, subject to the approval of the oversight board. The bill would provide that bonds or other indebtedness authorized by its provisions would be considered indebtedness incurred by the dissolved redevelopment agency, would be listed on the Recognized Obligation Payment Schedule, and would be secured by a pledge of moneys deposited into the Redevelopment Property Tax Trust Fund.	
SB 461 Hernandez	Chaptered 10/7/2015	Senate Chaptered	State Highway Route 164: relinquishment. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law authorizes the commission to relinquish certain state highway segments to local agencies. This bill would authorize the commission to relinquish specified portions of State Highway Route 164 to the County of Los Angeles and to the City of South El Monte, under specified conditions.	
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 491 Committee on Transportation and Housing	Chaptered 10/2/2015	Senate Chaptered	Transportation: omnibus bill. Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	
SB 497 Vidak	Vetoed 8/7/2015	Senate Vetoed	Pupil transportation: data. Would, commencing with data for the 2014-15 fiscal year, and for each fiscal year thereafter, require the State Department of Education to request specified pupil transportation data from each school district, charter school, county office of education, joint powers authority, and regional occupational center or program that provides pupil transportation. The bill would require the department to post the data received on its Internet Web site, and would require the data to be separated between home-to-school transportation and special education transportation.	

SB 508 Beall	Chaptered 10/9/2015	Senate Chaptered	Transportation funds: transit operators: pedestrian safety. Would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index.	
SB 516 Fuller	Chaptered 10/4/2015	Senate Chaptered	Transportation: motorist aid services. Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.	Support
SB 523 McGuire	Amended 4/6/2015	Senate 2 year	Schoolbus replacement. Would create the Schoolbus Replacement for Small and Disadvantaged Communities Grant Program, and would appropriate \$5 million annually from the Greenhouse Gas Reduction Fund to the State Department of Education for the program. The program would be administered by the department in conjunction with the State Air Resources Board, and would provide schoolbus replacement grants to school districts or county offices of education with an average daily attendance of less than 2,501 and with more than 50% of the pupil population qualifying for free or reduced-rate lunch programs, and to certain other eligible applicants. The bill would impose various requirements in that regard. The bill would also make legislative findings and declarations.	
SB 529 Pan	Amended 4/14/2015	Senate Transportation and Housing	Transportation funding: Downtown/Riverfront Streetcar Project. Current law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.	
SB 530 Pan	Chaptered 10/4/2015	Senate Chaptered	Pedicabs. Would expand the definition of a pedicab to include a 4-wheeled device that is primarily or exclusively pedal-powered, has a seating capacity for 8 or more passengers, cannot travel in excess of 15 miles per hour, and is being used for transporting passengers for hire, as prescribed. The bill would impose specified requirements on these pedicabs defined by the bill.	
SB 541 Hill	Chaptered 10/9/2015	Senate Chaptered	Public Utilities Commission: for-hire transportation carriers: enforcement. The Household Goods Carriers Act and the Passenger Charter-party Carriers' Act contain statements of the purposes of those acts and the use of the public highways pursuant to those acts. This bill would specify activities to be undertaken by the Public Utilities Commission to achieve these purposes. This bill contains other related provisions and other existing laws.	
SB 564 Cannella	Introduced 2/26/2015	Assembly 2 year	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	

SB 578 Block	Amended 4/13/2015	Senate Appropriations	Income and corporation taxes: credit: electric vehicle charging stations. The Personal Income Tax Law and the Bank and Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2016, would allow a credit in an amount equal to 30% of the cost of purchasing Level 2 or direct current fast charger electric vehicle charging stations to be used in the trade or business of the taxpayer, not to exceed \$30,000 per taxable year. This bill contains other related provisions.	
SB 595 Cannella	Introduced 2/27/2015	Senate 2 year	Vehicles: prima facie speed limits: schools. Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	
SB 599 Mendoza	Vetoed 10/10/2015	Senate Vetoed	Employment: public transit service contracts. Current law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.	
SB 632 Cannella	Introduced 2/27/2015	Senate 2 year	Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	
SB 649 Roth	Introduced 2/27/2015	Senate 2 year	Vehicles: weight limits. Current law generally prohibits the total gross weight in pounds imposed on the highway by a group of 2 or more consecutive axles of a vehicle from exceeding a specified weight, depending on the distance in feet between the extremes of a group of 2 or more consecutive axles, and the number of axles. This bill would make technical, nonsubstantive changes to those provisions.	
SB 698 Cannella	Introduced 2/27/2015	Senate 2 year	Active Transportation Program: school zone safety projects. Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	
SB 705 Hill	Chaptered 10/7/2015	Senate Chaptered	Transactions and use taxes: County of San Mateo: Transportation Agency for Monterey County. Would authorize the County of San Mateo to, in accordance with the Bay Area County Traffic and Transportation Funding Act, impose a transactions and use tax for countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, would exceed the combined rate limit. The bill would also authorize the Transportation Agency for Monterey County to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.375% that, in combination with other specified taxes, would exceed the combined rate limit. This bill contains other related provisions and other existing laws.	

SB 719 Hernandez	Chaptered 8/10/2015	Senate Chaptered	Department of Transportation: motor vehicle technologies testing. Current law establishing rules of the road for the operation of a vehicle on state highways and roads require motor vehicles being driven outside of a business or residence district in a caravan or motorcade, whether or not towing other vehicles, to be operated so as to allow sufficient space and in no event less than 100 feet between each vehicle or combination of vehicles so as to enable any other vehicle to overtake or pass. This bill would authorize the Department of Transportation, in coordination with the Department of the California Highway Patrol, to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles and would exempt motor vehicles participating in this testing from the above-described rule.	
SB 730 Wolk	Chaptered 9/8/2015	Senate Chaptered	Railroads: movement of freight: trains or light engines: crew size. Would prohibit, on and after February 1, 2016, a train or light engine used in connection with the movement of freight, as specified, from being operated unless it has a crew consisting of at least 2 individuals. The bill would authorize the Public Utilities Commission to assess civil penalties against any person who willfully violates this provision, as specified. This bill contains other related provisions and other existing laws.	
SB 757 Wieckowski	Introduced 2/27/2015	Senate 2 year	Transportation. Current law provides various funding sources for transportation services and capital improvement projects by local entities. This bill would state the intent of the Legislature to enact legislation to require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in Fremont at a location that can be served both by trains of the Bay Area Rapid Transit system and the Altamont Commuter Express, and to require the Santa Clara Valley Transportation Authority to explore expansion of light rail service to Levi's Stadium in Santa Clara.	
SB 760 Mendoza	Amended 5/11/2015	Senate 2 year	Distressed watershed: urban greening. Proposition 1 makes available \$100,000,000 of the bond proceeds, upon appropriation by the Legislature, for projects to protect and enhance an urban creek and its tributaries that meets certain requirements. This bill would require a public agency receiving an appropriation from the \$100,000,000 to give priority to projects that are located in, or directly adjacent to, a disadvantaged community within a distressed watershed and that may also provide greenspace or other venues for physical activities.	Oppose
SB 767 De León	Chaptered 10/7/2015	Senate Chaptered	Los Angeles County Metropolitan Transportation Authority: transactions and use tax. Would authorize the MTA to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill contains other related provisions and other existing laws.	
SB 773 Allen	Amended 6/23/2015	Assembly 2 year	Vehicles: registration fraud: study. Would, until January 1, 2020, 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 782 Allen	Introduced 2/27/2015	Senate 2 year	State highways: relinquishment. Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	
SB 817 Roth	Introduced 1/5/2016	Senate Rules	Local government finance. Would state the Legislature's intent to enact legislation that would restore funding to cities that were incorporated after 2004.	
SBX1 1 Beall	Amended 9/1/2015	Senate Appropriations	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 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.	
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 3 Vidak	Amended 8/17/2015	Senate	Transportation bonds: highway, street, and road 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 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.	
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 6 Runner	Introduced 7/13/2015	Senate	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	
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.	
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.	
SBX1 9 Moorlach	Introduced 7/16/2015	Senate	Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	
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.	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.	
SCA 7 Huff	Amended 5/28/2015	Senate Transportation and Housing	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.	
SCAX1 1 Huff	Introduced 6/19/2015	Senate Appropriations	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.	

Bill Number	Topic	Current Version	Status	Summary	MTC Position
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Federal Bills

<u>H.R. 22</u> 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.	
<u>H.R. 127</u> 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.	
<u>H.R. 198</u> 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.	
<u>H.R. 199</u> 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.	
<u>H.R. 200</u> 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>	
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. <i>[Note: This legislation was incorporated into H.R. 22, the FAST Act.]</i>	
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		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	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. 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

Legislative Calendar 2016

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.	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
February 15 Presidents' Day observed. 19 Last day for bills to be introduced.	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.
March 17 Spring Recess begins upon adjournment. 28 Legislature reconvenes from Spring Recess. 30 Cesar Chavez Day observed.	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.
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.	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.
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.	November 8 General Election. 30 Adjournment <i>Sine Die</i> at midnight.
	December 5 12 Noon convening of the 2017-18 Regular Session
	January 2017 1 Statutes take effect

114th United States Congress, Second Session Calendar

January 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	July 4 Independence Day 18-29 House/Senate Work Period
February 15 President's Day 16-19 House/Senate Work Period	August 1-31 House/Senate Work Period
March 7-11 House District Work Period 21-31 Senate Work Period 28-31 House District Work Period	September 1-2 House/Senate Work Period 5 Labor Day
April 4-8 House District Work Period	October 3 Senate Work Period 10-31 Senate Work Period 3-31 House District Work Period 12 Columbus Day
May 2-6 House/Senate Work Period 30 Memorial Day 31 House/Senate Work Period	November 1-11 House District Work Period 11 Veterans' Day 21-25 House/Senate Work Period 24 Thanksgiving Day
June 1-3 House/Senate Work Period 27-30 House/Senate Work Period	December 16 Last votes/target adjournment

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 #: 15-1125 **Version:** 1 **Name:**
Type: Report **Status:** Informational
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On agenda: 1/8/2016 **Final action:**
Title: 2016 MTC Excellence in Motion Awards Program

An overview of the awards program.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 2016 Awards Program Memo.pdf](#)
[3a 2016 Awards Program Postcard - Handout.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

2016 MTC Excellence in Motion Awards Program

An overview of the awards program.

Presenter:

Pam Grove

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Legislation Committee

DATE: December 31, 2015

FR: Deputy Executive Director, Policy

W. I. 1112

RE: 2016 MTC Excellence in Motion Awards Program

MTC is once again seeking nominations for its Excellence in Motion Awards program. Held every two years, the awards recognize people, programs and organizations that have made extraordinary contributions to the way people get around in the Bay Area. Since its inception in 1977, the transportation awards have recognized both day-to-day and long-term efforts to improve transportation in the region.

Nominations are being accepted through the MTC website or in paper form through Monday, April 4, 2016. A press release, flyer and emails will be distributed to alert the public, as well as ongoing social media posts and notices in our enewsletter.

In addition to awards of merit and its Grand Award, MTC also hands out trophies in the following specially-named categories:

- **The Doris W. Kahn Accessible Transportation Award** honors a person or organization whose efforts have resulted in significant improvement in transportation services for the elderly or persons with disabilities.
- **The Greta Ericson Distinguished Service Award** recognizes long-term, quality leadership in the transportation profession.
- **The Miriam Gholikely Public Service Award** recognizes extraordinary accomplishments in the field of community service, volunteerism, advocacy, leadership and/or minority affairs.
- **The David Tannehill Special Employee Award** is intended for a transportation employee who goes above and beyond the call of duty.

A jury of MTC Commissioners, staff and the general public will deliberate and select the winners in June. A ceremony honoring the winners is currently scheduled for October 25, 2016.

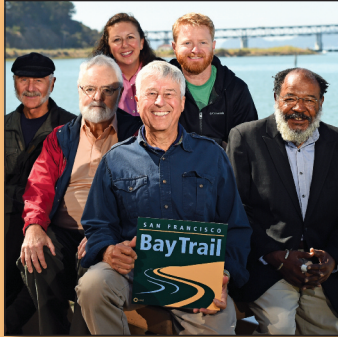
More information on the program (including the online nomination form) can be found at <http://www.mtc.ca.gov/whats-happening/awards>. To obtain a paper copy of the nomination form, call the MTC Public Information Office at 510-817-5757.


Alix A. Bockelman

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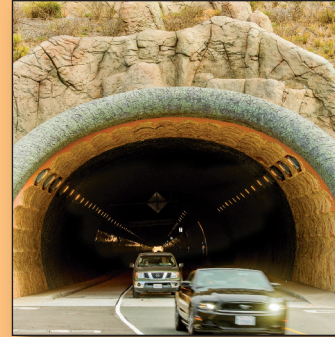
Past Winners:



Bruce Beyaert and Trails for Richmond Action Committee for expanding and improving the Bay Trail (2014)



Naomi Armenta for her advocacy of accessible transportation for seniors and the disabled (2014)



Devil's Slide Tunnel for improving safety and mobility (2014)



Safe Routes to Schools for improving sidewalks and crosswalks near schools (2010)

Call for Nominations: 2016 Transportation Awards — *Excellence in Motion*



Charles Davis — MUNI driver who "sings out" transit stops, improving transportation and the riders' experience (2014)



Good Karma Bikes for promoting bicycling (2014)



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Excellence in Motion **Awards**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607

Now Accepting Nominations for 2016

Do you know a person, project or organization that is improving
the way people get around in the Bay Area each day?

Submit a nomination for an MTC Transportation Award at **mtc.ca.gov/awards** by **April 4, 2016**.

MTC welcomes nominations for:

- Innovations that promote more efficient use of the transportation network,
- Community leaders, bus drivers or other professionals who contribute to transportation on the job or through volunteer service,
- Efforts that significantly improve transportation services for the elderly or persons with disabilities,
- Successful efforts that encourage alternatives to driving alone,
- Endeavors to boost smart growth and climate-friendly behavior in the region.

Nominees must have been active and/or projects underway between April 2014 and March 2016. Winners will be announced in the fall of 2016.

To submit a nomination online, print a copy of the nominating form or for further information, visit MTC's webpage at **mtc.ca.gov/awards**.

For questions, email info@mtc.ca.gov or call 510-817-5757.

MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.



Metropolitan Transportation Commission

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

Legislation Details (With Text)

File #:	15-1120	Version:	1	Name:	
Type:	Report	Status:		Informational	
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Title:	Update on FY 2016-17 Proposed Budget and Transportation Special Session				
	Update on the proposed FY 2016-17 State Budget and any activity related to new state transportation funding sources.				

Sponsors:

Indexes:

Code sections:

Attachments: [3b_StateBudget_SpecialSessionUpdate.pdf](#)
[3b_StateBudget_SpecialSessionUpdate - Handout.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on FY 2016-17 Proposed Budget and Transportation Special Session

Update on the proposed FY 2016-17 State Budget and any activity related to new state transportation funding sources.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments



METROPOLITAN
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Memorandum

TO: Legislation Committee

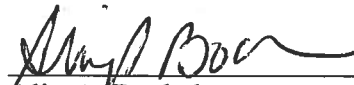
DATE: December 31, 2015

FR: Deputy Executive Director, Policy

W. I. 1131

RE: Update on FY 2016-17 Proposed Budget and Transportation Special Session

Staff will provide an update on any noteworthy developments that occur during the first week of 2016 with respect to the FY 2016-17 State Budget and transportation funding, as well as the transportation funding special session. According to staff supporting the Assembly-Senate transportation funding conference committee, Co-Chairs Senator Jim Beall and Assembly Member Jimmy Gomez plan to hold a vote some time in January on a transportation funding proposal.



Alix A. Bockelman

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**METROPOLITAN
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Memorandum

TO: Legislation Committee

DATE: January 7, 2016

FR: Deputy Executive Director, Policy

W. I. 1131

RE: Update on FY 2016-17 Proposed Budget and Transportation Special Session

As expected, the first week of January 2016 has been an active one with respect to transportation funding. Assembly Transportation Committee Chair Jim Frazier introduced AB 1591, a bold revenue package that raises over \$7 billion annually, followed by the Administration reiterating their August proposal, which would provide approximately \$3.6 billion per year over 10 years. (A fact sheet and press release on AB 1591, along with the transportation and environmental protection agency portions of the FY 2016-17 State Budget summary are attached.) Below is a side-by-side comparison of the funding sources and revenue in each of the three major transportation funding proposals now under consideration.

Comparison of Revenue Increases in Transportation Funding Proposals

(Dollars in millions)

	Governor's Proposal	AB 1591 (Frazier)	SB x1-1 (Beall)
Gas tax increase	\$ 500	\$ 3,300	\$ 1,752
Diesel tax increase	\$ 500	\$ 840	\$ 572
New Cap and trade funding*	\$ 500	\$ 600	\$ -
Weight fee restoration	\$ -	\$ 1,000	\$ -
Vehicle registration fee	\$ 2,000	\$ 1,254	\$ 2,000
Electric Vehicle fee	\$ -	\$ 16	\$ 10
Loan repayment*	\$ 879	\$ 879	\$ 879
Efficiency savings	\$ 100	\$ -	\$ -
Total	\$ 4,479	\$ 7,889	\$ 5,213

*Loan repayment and \$500 million in Cap and Trade funding in Governor's proposal are one-time funds.

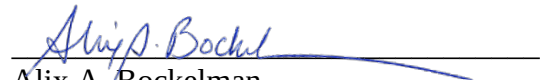
Funding Plans Focus on State and Local Road Repairs, Trade Corridors and Transit

The three proposals focus on the same categories of funding though amounts provided vary considerably, as shown below. To aid in comparison, this table excludes the Governor's proposal for \$400 million for public transit and \$100 million for a Low Carbon Road Program in FY 2016-17 as these are one-time only.

	Governor's Proposal*	AB 1591 (Frazier)	SB x1-1 (Beall)
Local Streets & Roads	\$ 1,010	\$ 2,170	\$ 1,917
State Highways	\$ 1,610	\$ 3,170	\$ 1,917
Transit	\$ -	\$ 200	\$ -
Trade Corridors	\$ 200	\$ 1,240	\$ 300
State-Local Partnership Program	\$ 250	\$ 228	\$ 200
Totals	\$ 3,070	\$ 7,008	\$ 4,334

*Table excludes one-time Cap and Trade expenditures.

While each proposal requires a two-thirds vote due to tax increases—a particularly heavy lift during an election year—it's an encouraging sign that the Administration and key members of the Legislature remain engaged and prepared to lead on the subject of securing new revenue for transportation. MTC staff and our Sacramento representatives will be in regular contact with the Bay Area delegation, the Administration and legislative leadership over the next few months to keep up the pressure for them to reach agreement on a transportation funding package early this year.



Alix A. Bockelman

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ASSEMBLY BILL 1591: TRANSPORTATION FUNDING

Assemblymember Jim Frazier

THE PROBLEM IN BRIEF:

California's transportation infrastructure is extremely underfunded, which has led to significant deferred maintenance and a lost opportunity on economic growth. The current resources are not sufficient to cover the most basic and crucial maintenance and repair of our core transportation infrastructure: state highways, local streets, roads, and bridges. Without increased funding today, the deferred maintenance will soon be too much for our state to catch up.

BACKGROUND:

2015 was supposed to be the year to fix transportation funding in the Capitol. The Governor declared a \$6 billion a year need for basic maintenance and repairs to state highways alone and challenged the Legislature to deliver a funding plan to meet that need. A special session was called, hearings were held, and proposals and counter-proposals were floated. Nonetheless, the call for more transportation funding went unanswered.

THE BILL:

AB 1591 answers the call for a long-term sustainable funding solution for transportation focused on relieving congestion, maintaining highways, and improving trade corridors. This bill provides nearly \$8 billion a year in additional transportation funding. It also provides clear direction as to how those funds will be used.

AB 1591 takes a broad portfolio approach to investing in our state's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Almost half of this amount (9.5 cents) will restore funding lost from declining tax revenues in just the last two years due to rate adjustments by the Board of Equalization.

Revenue raised from the gas tax increase (over \$3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a nominal portion aside to encourage state-local partnerships.

- Increasing the diesel fuel tax by 30 cents a gallon and indexing it, too. Revenue raised (\$840 million annually) will be directed right to where trucks need it most—the state's trade corridors.
- Increasing the vehicle registration fee by \$38 annually (just over 10 cents a day) and directing those funds (\$1.254 billion) to road maintenance and rehabilitation.

- Imposing an electric vehicle surcharge of \$165. Consideration will be given to delaying this fee until the second year of ownership and thereafter. Delaying this fee to the second year of ownership allows financial incentives offered at the purchase of such zero-emission vehicles to remain in full effect while ensuring they do their part to help pay for the system they travel on. The \$16 million raised will be directed to road maintenance and rehabilitation.
- Requiring repayment of outstanding transportation loans. Now that the General Fund is stable, it's time to pay these loans (\$879 million) back. Repayments will be sent directly to cities and counties to boost their road improvement efforts.
- Allocating cap and trade revenue auctions, as follows:
 - 20% (approximately \$400 million annually) for major freight corridors. Communities near our major freight corridors have borne the brunt of the nation's goods movement system. Improving congestion in these corridors will inherently improve air quality.
 - 10% (\$200 million) more for intercity rail and transit, for a total of 20% of the auction proceeds.
- Restoring the truck weight fees. Again, the General Fund is now stable. It's time for transportation dollars to go back to transportation. This restores \$1 billion to the State Highway Account where it belongs.

AB 1591 also includes greater oversight responsibilities for the California Transportation Commission over the state's roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, AB 1591 supports local communities and regional planning efforts to reduce greenhouse gas emissions. It provides the critical funding needed to implement sustainable communities' strategies.

FOR MORE INFORMATION

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FOR IMMEDIATE RELEASE:

January 6, 2016

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**ASSEMBLYMEMBER FRAZIER RELEASES BOLD
TRANSPORTATION FUNDING PACKAGE TODAY**

Sacramento, CA – Today, Assemblymember Jim Frazier (D – Oakley), Chair of the Assembly Committee on Transportation, unveiled legislation to provide much-needed transportation funding for California.

AB 1591 will raise over \$7 billion annually and fund two major initiatives: trade corridor improvements and road maintenance and rehabilitation. "California must invest in its trade corridors if we hope to develop and sustain economic vitality. Manufacturers and farmers want to be able to move their goods to market and AB 1591 will provide the investments we need to ensure that they can," stated Frazier.

AB 1591 further answers the challenge Governor Brown made last year when he called upon the Legislature to provide \$5.9 billion annually to fix state highways. According to Frazier, "You can't put out half a fire. The funding proposals developed over the past year do not begin to sufficiently address our highway and bridge maintenance needs. Failure to adequately fund deferred maintenance is short-sighted and will leave our highways congested in gridlock."

Frazier spent the past seven months listening to the public, industry experts across the state, and his colleagues in order to develop a comprehensive plan to effectively tackle California's transportation needs. AB 1591 looks to make these investments now, rather than costing us exponentially more in the long-run.

"Anyone who travels on California's roads or rides our buses and trains can attest to the dire need for significant investment in our state's infrastructure," said

Assemblymember Anthony Rendon (D-Paramount). “I commend Assemblymember Frazier for his diligence in considering a wide variety of perspectives as he developed this proposal.”

The revenue generated in Frazier’s plan is a portfolio approach drawing equitably from multiple sources. Key components of the transportation funding package include:

- Restoring revenue from weight fees imposed on large trucks to the State Highway Account. This revenue, nearly \$1 billion, will be directed to improvements in the state’s major freight corridors;
- Ensuring additional revenues generated are used to address road and bridge maintenance, rehabilitation, and, as appropriate, increases in capacity;
- Allocating cap and trade auction proceeds to transportation projects that ease congestion and therefore provide significant reductions in greenhouse gas emissions in trade corridors;
- Imposing moderate increases in gas tax, diesel tax, and vehicle registration. The state’s aging infrastructure is degrading at an increasingly rapid pace. These funds will ensure existing assets are protected;
- Repaying outstanding transportation loans. These loans were made at a time when the General Fund was in crisis. That is no longer the case. These funds need to be returned to the transportation purpose for which they were intended;
- Increasing allocations to intercity rail and transit programs;
- Ensuring all vehicle owners pay to support the transportation infrastructure by imposing a nominal surcharge on electric vehicles; and
- Initiating proper oversight on highway expenditures.

To contact Assemblymember Jim Frazier please visit his website at www.asmdc.org/frazier or call his District Offices at 707-399-3011 or 925-513-0411.

Follow Assemblymember Jim Frazier on Facebook and “Like” him for updates on events and happenings in the 11th AD.

###

Governor's Budget Summary

2016-17



To the California Legislature
Regular Session 2015-16

Edmund G. Brown Jr. Governor
State of California

TRANSPORTATION

The Transportation Agency is responsible for developing and coordinating the policies and programs of the state's transportation entities to improve the mobility, safety, and environmental sustainability of the state's transportation system. The Agency consists of the following six state entities:

- Department of Transportation (Caltrans)
- California Transportation Commission
- High-Speed Rail Authority
- Department of Motor Vehicles
- California Highway Patrol
- Board of Pilot Commissioners

The Office of Traffic Safety operates within the Office of the Secretary for Transportation and the New Motor Vehicle Board operates within the Department of Motor Vehicles. The transportation area also includes the State Transit Assistance item, which supports local transit operators.

The Budget includes total funding of \$16.2 billion for all programs administered within the Agency. In addition, the Shared Revenues budget in the General Government

area allocates over \$1.4 billion in fuel excise tax to cities and counties for local streets and roads.

TRANSPORTATION INFRASTRUCTURE

California has a vast state transportation infrastructure, which includes 50,000 lane miles of state and federal highways, 304,000 miles of locally owned roads, operation of three of the top five Amtrak intercity rail services in the nation (nearly 900 miles of track), and numerous transit systems operated by 180 local transit agencies. Efficient operation of this vast network is a key component of the state's continued economic growth. The state's transportation infrastructure serves a large portion of the country's trade, with nearly 20 percent of the goods imported to the United States moving through California ports, highways, and railways.

The repair, maintenance, and efficient operation of the state's highway system are vital to California's economic growth. In addition, a recent transportation study found that Californians spend on average \$762 annually on vehicle repair costs due to poorly maintained roads. However, state funding has fallen dramatically below the levels needed to maintain the system. Annual maintenance and repair needs on the state's highway system are significantly more than can be funded within existing resources, with a current identified funding gap of almost \$6 billion annually.

To address these needs, the Legislature has convened a conference committee as part of the transportation special session and that work continues toward delivering a comprehensive transportation funding plan to address decades of deferred maintenance on state and local transportation facilities. The Administration remains hopeful the conference committee will adopt a funding package in 2016 that addresses the state's most urgent transportation needs and reflects the following principles:

- Focusing new revenue primarily on "fix-it-first" investments to repair neighborhood roads and state highways and bridges.
- Making key investments in trade corridors to support continued economic growth and implementing a sustainable freight strategy.
- Providing funding to match locally generated funds for high-priority transportation projects.

- Continuing measures to improve performance, accountability and efficiency at Caltrans.
- Investing in passenger rail and public transit modernization and improvement.
- Avoiding an impact on the precariously balanced General Fund.

As such, the Budget reflects the Governor's transportation funding and reform package, including reforms first outlined in September 2015. The package includes a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies and streamlined project delivery, accountability measures, and constitutional protections for the new revenues.

The Governor's package of revenues will be split evenly between state and local transportation priorities. The ten-year funding plan will provide a total of \$36 billion for transportation with an emphasis on repairing and maintaining the existing transportation infrastructure. It also includes a significant investment in public transit. Specifically, the proposal includes annualized resources as follows:

- Road Improvement Charge—\$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- Stabilize Gasoline Excise Tax—\$500 million by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual adjustments. The broader gasoline tax would then be adjusted annually for inflation to maintain purchasing power.
- Diesel Excise Tax—\$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. This tax would also be adjusted annually for inflation to maintain purchasing power.
- Cap and Trade—\$500 million in additional cap and trade proceeds.
- Caltrans Efficiencies—\$100 million in cost-saving reforms.

Additionally, the Budget includes a General Fund commitment to transportation by accelerating \$879 million in loan repayments over the next four years. These funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system. Without this commitment, these funds would be paid back over the next 20 years.

Over the next ten years, the \$36 billion transportation package will provide \$16.2 billion for highway repairs and maintenance, and invest \$2.3 billion in the state's trade corridors. Local roads will receive more than \$13.5 billion in new funding. Transit and intercity rail will receive over \$4 billion in additional funding. Because the state's disadvantaged communities are often located in areas affected by poor air quality, a minimum of \$2 billion (50 percent) of these funds will be spent on projects that benefit these communities.

2016-17 SPENDING

For 2016-17, the Budget reflects partial first-year resources from the transportation package of over \$1.7 billion (including nearly \$1.6 billion from new revenues and \$173 million from loan repayments), which will be distributed as follows:

- **Local Streets and Roads**—An increase of \$342 million in Shared Revenues to be allocated by the Controller to cities and counties for local road maintenance according to existing statutory formulas. The Budget also includes an additional \$148 million from loan repayments to reimburse cities and counties for funds already spent on Traffic Congestion Relief Program projects.
- **Low Carbon Road Program**—\$100 million Cap and Trade for Caltrans to implement a new Low Carbon Road Program for local projects that encourage active transportation such as bicycling and walking, and other carbon-reducing road investments, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- **Transit and Intercity Rail Capital Program**—An increase of \$409 million Cap and Trade (also includes \$9 million from loan repayments) for transit capital investments that provide greenhouse gas reductions, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- **Highway Repairs and Maintenance**—An increase of \$515 million (\$5 million from loan repayments) for Caltrans to fund repairs and maintenance on the state highway system.
- **Trade Corridor Improvements**—An increase of \$211 million (\$11 million from loan repayments) for Caltrans to fund projects along the state's major trade corridors, providing ongoing funding for a program originally established with \$2 billion in one-time Proposition 1B bond funding.

See Figure TRN-01 for totals by investment category for 2016-17 as well as anticipated annualized expenditures.

Figure TRN-01
Governor's Transportation Package
(Dollars in Millions)

<i>Investment Category</i>	<i>Program</i>	<i>2016-17 Amount</i>	<i>Annualized Amount³</i>
Local Streets and Roads	Low Carbon Road Program	\$100	\$100
	Local Road Maintenance & Repairs ¹	\$490	\$1,010
	Local Partnership Grants ²	\$0	\$250
Transit	Transit Capital ¹	\$409	\$400
State Highway Repair and Maintenance	Pavement ¹	\$220	\$900
	Bridges and Culverts	\$155	\$500
	Traffic Management Systems	\$20	\$90
	Maintenance	\$120	\$120
Trade Corridors	Improved Goods Movement ¹	\$211	\$200
Total		\$1,725	\$3,570

¹ The 2016-17 totals include anticipated loan repayments.

² Provides up to \$250 million per year beginning in 2017-18.

³ Excludes one-time loan repayments totaling \$879 million.

PROJECT REFORMS AND CALTRANS EFFICIENCIES

The transportation package also includes the following reforms and efficiencies at Caltrans to streamline project delivery and advance projects more quickly:

- State Highway Performance Plan—Establish measurable targets for improvement including regular reporting to California Transportation Commission, the Legislature, and the public.
- Streamlined Project Delivery—Provide a limited California Environmental Quality Act (CEQA) exemption; remove the sunset date for the federal delegation of environmental reviews so they can be completed concurrent with the state review; advance project environmental mitigation to get early buy-in on activities and reduce late challenges that delay projects; and implement more innovative procurement methods, such as combining design and construction management elements to accelerate project delivery, commonly known as Construction Manager/General Contractor (CMGC) procurements.

- Staffing Flexibility—Permit Caltrans to deliver projects funded with new revenue by doubling contract staff over the next five years.
- Extend Public-Private Partnership Authority—Allow for these partnerships through 2027 by extending the current sunset date by ten years.

IMPROVING PERFORMANCE

The transportation package will improve performance of California's transportation system. A ten-year investment of the increased funding on state highways, bridges, and culverts—totaling over \$16 billion—will achieve measurable improvements for the state's network as outlined in Figure TRN-02. Across these categories, new funding directed to preventative maintenance would save up to \$5.8 billion in higher future costs.

Figure TRN-02
Ten-Year Highway Condition
 With and Without the Governor's Transportation Package

Asset	Performance Target	Without New Investment	With New Investment
Pavement (50,000 lane miles)	90% Good Pavement	47% of pavement either needing preventative maintenance (30%) or already distressed (17%)	Additional 10,000 lane miles receive preventative maintenance and additional 3,000 lane miles rehabilitated, resulting in 90% good, not distressed
Bridges (13,100 bridges)	95% Good Condition	Distressed bridges increase by 90 bridges to 654 bridges	Additional 164 distressed bridges fixed, plus more functionally deficient bridges fixed, 200 more bridges repaired overall
Culverts (205,000 culverts)	80% Good Condition	78,000 culverts in poor or fair condition or 38%	37,000 additional culverts fixed, resulting in 80% in good condition
Traffic Management Systems (TMS) (48,850 elements)	90% Good Condition	10,000 TMS elements that are inoperable representing 20% of ramp meters, cameras, changeable message signs, and loop detectors	Additional 5,000 TMS elements fixed or rehabilitated, resulting in 90% in good condition
Maintenance (assets identified above)	90% - 95% Good Condition	Graffiti, litter, pothole repairs, and other indicators do not achieve performance targets	Pothole repairs, seal cracks, graffiti/ litter removal, and other indicators achieve performance targets at least 90% meeting the good performance target

DEPARTMENT OF MOTOR VEHICLES

The Department of Motor Vehicles (DMV) promotes driver safety by licensing drivers, and protects consumers and ownership security by issuing vehicle titles and regulating vehicle sales. The Budget proposes \$1.1 billion, mostly from non-General Fund sources, and 8,324 positions to support DMV operations.

Significant Adjustments:

- Road Improvement Charge Billing—\$170,000 for DMV staff to make system changes to allow for the collection of the new Road Improvement Charge as part of the transportation package.
- Self-Service Terminals—\$8 million to expand DMV's existing network of self-service terminals to increase public accessibility and provide additional transaction options. This is part of DMV's continuing effort to identify opportunities for providing greater convenience, at reduced costs, while managing current and future workload demands.
- New Motor Voter Program—\$3.9 million General Fund to create an automatic voter registration process that is integrated with DMV's driver license application and renewal process. The California New Motor Voter Program, authorized by Chapter 729, Statutes of 2015 (AB 1461), is intended to increase the number of registered voters in the state by automatically registering eligible individuals to vote when applying for or renewing a driver license unless the individual opts out.
- Green Decal Program—The "green decal" statutory cap of 85,000 was met in December 2015. This program allows transitional and partial zero-emission vehicle use of High Occupancy Vehicle (HOV) lanes as single-occupant vehicles. The Administration will propose trailer bill language to extend this program.

MOTOR VEHICLE ACCOUNT FEE INCREASE

The Motor Vehicle Account is the primary funding source for DMV and the California Highway Patrol (CHP). The Motor Vehicle Account receives an average of \$3.4 billion in revenues, primarily from annual vehicle registrations (\$2.3 billion) and driver license, identification cards, and other fees (\$1.1 billion). Over the next five years, annual expenditures are projected to be \$3.9 billion from the Account. The CHP will spend an average of about \$2.5 billion out of the Account, DMV about \$1.2 billion, and the Air Resources Board and other departments spend the remaining \$200 million. Therefore, the Account has an annual shortfall of about \$500 million.

TRANSPORTATION

Absent a fee increase, significant budgetary cuts would need to be made to the departments that spend out of the Account, such as reductions in the number of officers patrolling the state highways or closures of DMV field offices. To avoid these types of cuts, the Budget includes a \$10 increase in the vehicle registration fee to address this imbalance between operating costs and available revenues.

ENVIRONMENTAL PROTECTION

The California Environmental Protection Agency works to restore, protect, and enhance environmental quality. The Agency coordinates the state's environmental regulatory programs to provide fair and consistent enforcement of the law. The Budget proposes total funding of \$3.9 billion for all programs included in this Agency.

COMBATTING CLIMATE CHANGE

In 2015, California advanced climate change goals beyond 2020 with several ambitious and sweeping policies to solidify California's role as a global leader in the fight against climate change.

In January, the Governor's inaugural address introduced five key targets to reduce greenhouse gas (GHG) emissions:

- Increase electricity derived from renewable sources to 50 percent.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Double the rate of energy efficiency savings in existing buildings, and make heating fuels cleaner.
- Reduce the release of short-lived climate pollutants, such as methane and black carbon.
- Increase carbon sequestration on farms and rangelands, and in forests and wetlands.

In April, the Governor issued Executive Order B-30-15 establishing a GHG emissions reduction target for the state of 40 percent below 1990 levels by 2030. The Legislature subsequently enacted and the Governor signed far-reaching clean energy legislation, Chapter 547, Statutes of 2015 (SB 350), to double the rate of energy efficiency savings in California buildings, generate half of the state's electricity from renewable sources by 2030, and establish widespread transportation electrification.

Throughout the year, California worked with subnational governments worldwide on an agreement known as the "Under 2 MOU," in which jurisdictions agreed to take steps to limit temperature increases to less than two degrees Celsius by 2050—the warming threshold at which scientists predict that dangerous climate disruptions will occur. Over 123 jurisdictions representing more than 720 million people and \$19.9 trillion in combined Gross Domestic Product—equivalent to more than a quarter of the global economy—have signed the agreement. In December, 196 nations reached a historic global climate agreement at the United Nations Conference of the Parties in Paris to limit temperature increases to below two degrees Celsius.

CAP AND TRADE EXPENDITURE PLAN

The Budget supports the global climate pact, California's leadership role in the Under 2 MOU and other subnational agreements, as well as SB 350, by proposing a \$3.1 billion Cap and Trade Expenditure Plan that will reduce GHG emissions through programs that support clean transportation, reduce short-lived climate pollutants, protect natural ecosystems, and benefit disadvantaged communities (see Figure EPA-01). The \$3.1 billion Expenditure Plan reflects the balance of auction proceeds that were not appropriated in 2015-16, as well as the expenditure of projected proceeds in 2016-17. This Plan is consistent with the second triennial investment plan for Cap and Trade auction proceeds and was informed by public comments received through 11 public meetings and workshops as part of the development of the second investment plan. The proposed plan expends at least 10 percent of the proceeds within disadvantaged communities and at least 25 percent of the proceeds to projects that benefit those communities.

Figure EPA-01
2016-17 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Amount</i>
Continuous Appropriation	High-Speed Rail Authority	High-Speed Rail Project	\$500
	State Transit Assistance	Low Carbon Transit Operations	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$200
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$400
50 Percent Reduction in Petroleum Use	Transportation Agency	Transit and Intercity Rail Capital Program	\$400
	Caltrans	Low Carbon Road Program	\$100
	Air Resources Board	Low Carbon Transportation & Fuels	\$500
	Energy Commission	Biofuel Facility Investments	\$25
Local Climate Action	Strategic Growth Council	Transformational Climate Communities	\$100
Short-Lived Climate Pollutants	Air Resources Board	Black Carbon Woodsmoke	\$40
		Refrigerants	\$20
	Cal Recycle	Waste Diversion	\$100
	Department of Food and Agriculture	Climate Smart Agriculture - Healthy Soils and Dairy Digesters	\$55
Safeguarding California/ Water Action Plan	Departments of Food and Agriculture & Water Resources	Water and Energy Efficiency	\$30
	Energy Commission	Drought Executive Order - Water and Energy Technology Program & Appliance Rebates	\$60
	Department of Fish and Wildlife	Wetlands and Watershed Restoration/CalEcoRestore	\$60
Safeguarding California/ Carbon Sequestration	CAL FIRE	Healthy Forests	\$150
		Urban Forestry	\$30
	Natural Resources Agency	Urban Greening	\$20
Energy Efficiency/ Renewable Energy	Department of General Services	Energy Efficiency for Public Buildings	\$30
	I Bank	California Lending for Energy and Environmental Needs Center	\$20
	Conservation Corps	Energy Corps	\$15
	Department of Community Services and Development	Energy Efficiency Upgrades/ Weatherization	\$75
	University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$60
Total			\$3,090

50-PERCENT REDUCTION IN PETROLEUM USE

California's transportation sector accounts for 37 percent of GHG emissions in California, representing the highest source of statewide emissions. The primary strategies to reduce emissions from this sector include:

- Expanding public transit systems.
- Supporting transit-oriented development.
- Improving vehicle efficiency, including deployment of zero-emission vehicles and equipment.
- Reducing the carbon intensity of transportation fuels.

Consistent with existing law, the Budget reflects that 60 percent, or \$1.2 billion, of 2016-17 projected auction proceeds are continuously appropriated to support public transit, sustainable communities, and high-speed rail. To further support the Governor's goal to reduce statewide petroleum use by 50 percent by 2030, the Cap and Trade Expenditure Plan includes an additional \$1 billion for the following programs that will reduce emissions in the transportation sector:

- \$500 million for the Air Resources Board's Low Carbon Transportation Program to provide incentives for low carbon freight and passenger transportation, including rebates for zero-emission cars, vouchers for hybrid trucks and zero-emission trucks and buses.
- \$400 million for the Transportation Agency's Transit and Intercity Rail Capital Program for additional competitive grants to support capital improvements to integrate state, local and other transit systems, including those located in disadvantaged communities, and to provide connectivity to high-speed rail. This proposal is consistent with the Administration's transportation package. For additional detail, see the Transportation Chapter.
- \$100 million for the Department of Transportation to administer the Low Carbon Road Program, which will prioritize disadvantaged communities, and provide competitive grants for improvements to local streets and roads that encourage active transportation, such as walking and bicycling, transit, and other carbon-reducing road investments. This proposal is consistent with the Administration's transportation package.

- \$25 million for the Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program to provide incentives for in-state biofuel production through the expansion of existing facilities or the construction of new facilities.

LOCAL CLIMATE ACTION

Over the past several years, Cap and Trade proceeds have targeted disadvantaged communities through multiple pathways, such as the Department of Forestry and Fire Protection's (CAL FIRE) Urban Forestry Program and the Department of Community Services and Development's Low-Income Weatherization Program. The Budget proposes to continue to support these existing programs, as well as new, innovative approaches to support local efforts to reduce emissions. This proposal reflects comments received at the second investment plan public workshops encouraging greater local control.

Significant Adjustment:

- \$100 million for the Strategic Growth Council to administer the Transformational Climate Communities Program to support local climate actions in the state's top 5 percent of disadvantaged communities. Funding will support projects that integrate multiple, cross-cutting approaches to reduce GHG emissions. The program will combine climate investments within a local area for catalytic impact, including investments in energy, transportation, active transportation, housing, urban greening, land use, water use efficiency, waste reduction, and other areas, while also increasing job training, economic, health and environmental benefits.

SHORT-LIVED CLIMATE POLLUTANTS

Short-lived climate pollutants such as black carbon, methane, and fluorinated gases are much more potent than carbon dioxide. Cutting these pollutants can significantly help slow the rate of global warming and can improve health and air quality in local communities in California. Pursuant to Chapter 523, Statutes of 2014 (SB 605), the Air Resources Board has developed a plan that calls for a 50-percent reduction in black carbon and fluorinated gas emissions and a 40-percent reduction in methane emissions by 2030.

Reducing methane emissions from landfills will be a key component of the short-lived climate pollutant strategy. A key to achieving these goals is the successful collection and recycling of organic and other materials.

Significant Adjustment:

- \$100 million for the Department of Resources, Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting, anaerobic digestion, fiber, plastic, and glass facilities is necessary to divert more materials from landfills. These programs reduce GHG emissions and support the state's 75-percent solid waste recycling goal.

WATER ACTION PLAN AND SAFEGUARDING CALIFORNIA

While California continues to reduce GHG emissions, the state is already confronting the impacts of climate change. Many impacts, such as increased fires, floods, severe storms and heat waves, will only become more frequent and more dramatic. California has experienced four consecutive years of below-average rain and snow, and is currently facing severe drought conditions statewide. Water levels in the state's reservoirs are depleted, the state's snowpack has been at historically low levels, and the state's rivers have been experiencing reduced flows.

In July 2014, the Natural Resources Agency released the Safeguarding California Plan, which identified risk reduction strategies to prepare for, and adapt to, climate change, including the management of the state's water supplies. In recognition of the current and future challenges of climate change, the Water Action Plan provides a blueprint to improve water supply reliability, restoration, and resilience (See the Natural Resources Chapter). The Cap and Trade Expenditure Plan includes an additional \$150 million for the following programs that reduce GHG emissions by saving energy through water conservation, and restore ecosystems to improve carbon sequestration:

- \$60 million for the Department of Fish and Wildlife to implement wetland restoration projects that provide carbon sequestration benefits, including habitat restoration projects within the California EcoRestore program to support the long-term health of the Delta's native fish and wildlife species.
- \$30 million for the Energy Commission to begin implementation of the Water Energy Technology Program to provide funding for innovative technologies that reduce GHG emissions by (1) achieving significant energy and water savings, (2) demonstrating actual operation beyond the research and development stage, and (3) documenting readiness for rapid, large-scale deployment in California.

- \$30 million for the Energy Commission to implement a consumer rebate program for the replacement of energy-inefficient water-consuming appliances, such as dishwashers and washing machines.
- \$20 million for the California Department of Food and Agriculture's existing State Water Efficiency and Enhancement Program, which provides incentives to agricultural operations to invest in energy-efficient irrigation technologies that reduce GHG emissions and water use.
- \$10 million for the Department of Water Resources' existing Water Energy Grant Program which reduces energy demand and GHG emissions through local projects that also support water use efficiency and conservation.

CARBON SEQUESTRATION

As a result of four consecutive years of drought conditions and an infestation of bark beetles, the U.S. Forest Service recently estimated that over 22 million trees in California are dead and tens of millions more are likely to die. In addition to increasing the frequency and severity of the state's wildfire risk, the number of dead and dying trees compromises the carbon sequestration capabilities of the state's forested lands.

Significant Adjustment:

- \$150 million for CAL FIRE to support forest health programs that reduce GHG emissions through fuel reduction, reforestation projects, pest and diseased tree removal, and long-term protection of forested lands vulnerable to conversion. Funds will also support biomass energy generation projects.

ENERGY EFFICIENCY AND RENEWABLE ENERGY

Consistent with the requirements of SB 350, one of the key climate change strategies to reduce GHG emissions is to double the rate of energy efficiency in existing buildings. Through clean energy investments in public buildings, the state will be a leader in meeting these goals.

Significant Adjustments:

- \$30 million for the Department of General Services to implement Executive Order B-18-12 that requires state agencies to reduce GHG emissions by 10 percent by 2015 and 20 percent by 2020. The Department will assist state agencies in the construction of zero-net-energy state buildings, reduction of grid-based energy

purchases at state-owned buildings, and the use of clean, on-site power generation, such as fuel cells, solar photovoltaic, solar thermal, and wind power generation.

- \$20 million for the California Infrastructure and Economic Development Bank (I Bank) to leverage private investments in energy efficiency and renewable energy projects in public buildings that will save money by using less energy. These innovative financing mechanisms will accelerate the utilization of clean energy projects throughout the state.

CLIMATE CHANGE RESEARCH INITIATIVE

Research has been a key component of California's climate change efforts for the past three decades, dating back to 1988 when the Legislature directed an assessment of the potential impacts of climate change on the state. California established the first state-sponsored climate research program in the United States and has prepared three significant climate change assessments. The results of state-sponsored research have played a major role in the adoption of state legislation and policy, including the California Global Warming Solutions Act of 2006 (AB 32) and Safeguarding California, the state's adaptation strategy.

Research should continue to be part of the state's comprehensive climate change strategy. Meeting the state's aggressive GHG emission reduction targets requires innovative and cutting-edge solutions in the transportation sector, the biggest source of state emissions.

Significant Adjustment:

- \$15 million General Fund on a one-time basis for the Energy Commission to initiate research on innovative and emerging technologies for low carbon transportation fuels. The Energy Commission will engage experts from state universities, research laboratories, other California-based research institutions, and key private sector partners. The results will inform California climate policy and allow planning to continue to be based on science.

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

The Department of Toxic Substances Control protects California residents and the environment from the harmful effects of toxic substances through restoring contaminated

sites, enforcement, regulation, and pollution prevention. The Budget includes \$218 million and 890 positions for the Department.

Over the past four years, the Department has implemented several significant reforms through its “Fixing the Foundation” initiative, permit enhancement work plan, improved cost recovery program, and strengthened financial assurance reviews. Of the 288 “Fixing the Foundation” action items, 257, or about 89 percent, are complete. The Department is on track to complete 85 percent of the permit enhancement reforms by the end of 2015.

Implementing these reforms will help to modernize the state’s safeguards for managing hazardous waste. The Department is also focused on issues related to environmental justice and tribal rights. The Governor has recently appointed a lead for these environmental efforts, and the Department is directing resources to build partnerships in disadvantaged communities. Protecting public health in residential and other areas around the now-shuttered Exide Technologies facility is a priority for the Department with \$8.5 million dedicated to this purpose between the current and budget years.

Significant Adjustment:

- Enhanced and Streamlined Permitting—An increase of \$1.2 million Hazardous Waste Control Account and continuation of 8 limited-term positions on a permanent basis to support timely permitting actions and improve the clarity, consistency, protectiveness, and enforceability of permits issued.



Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

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Information about legislative advocacy meetings being planned for Sacramento & Washington D.C.

Sponsors:

Indexes:

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Attachments: [3c_Sac&WashingtonDCVisits.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Sacramento & Washington D.C. Legislative Visits

Information about legislative advocacy meetings being planned for Sacramento & Washington D.C.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3c
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Memorandum

TO: Legislation Committee

DATE: December 31, 2015

FR: Deputy Executive Director, Policy

W. I. 1131

RE: Sacramento & Washington D.C. Legislative Visits

Each year at this time we recommend a plan for meetings and outreach to the members of the Bay Area's legislative delegations in Sacramento and Washington, D.C. This memo summarizes our proposed approach for 2016.

Sacramento Advocacy

The goal of our Sacramento meetings is to provide commissioners a chance to meet face-to-face with the Bay Area delegation to brief them on our advocacy priorities and update them on key activities for the year, including the Plan Bay Area update, Bay Area Express Lanes, the Transit Core Capacity Study and other focus efforts.

Given the challenge of securing a single date and time on the calendar of a large number of legislators and commissioners and the difficulty in attendance from members, we recommend setting up specifically tailored meetings with Commissioners and legislators either in Sacramento or at the district office and grouping multiple meetings on the same day to the greatest extent possible. We believe a first round of those meetings should take place in February — after the budget is released, but before the Legislature begins its policy committee hearings in March. A second round of meetings will be set for the April-May timeframe — a critical time to weigh in on legislation. Most of the meetings will be held in Sacramento as this provides much more flexibility with legislators' schedules and allows for meetings with the delegation's key legislative and committee staff, who play an integral role in drafting legislation.

Staff will be in touch with your scheduler in the next few weeks to select dates that work for you in the February and spring timeframes.

Washington, D.C., Advocacy

2016 will be a unique year in Washington, D.C, with Congress having just completed enactment of a five-year surface transportation authorization bill — the Fixing America's Surface Transportation (FAST) Act — which authorizes funding through fiscal year 2019-2020. As such, this year's meetings will focus on two areas of interest. The first priority will be to thank the Bay Area delegation, committee leaders and their staff for their support of the legislation, which delivers stable transit and highway funding, growing at modest levels each year and establishes two new freight funding programs, one formula based, the other a discretionary program of \$800 million in FY 2016. The second priority will be to advocate for the region's New Starts priorities and any Bay Area projects identified as regional priorities that are seeking funding from the freight or TIGER discretionary grant programs.

Our Southern California partners are supportive of co-hosting a California transportation agency reception once again as this provides an excellent opportunity for board members and staff to meet with members of Congress and federal officials to congratulate them on the enactment of the FAST Act. We've received a positive response from the Southern California Association of Governments, the Los Angeles Metropolitan Transportation Authority (LA Metro) as well as the county transportation commissions for Imperial, Orange, Riverside, San Bernardino and Ventura counties. We will continue to reach out to other transportation agencies, business associations and others to line up additional co-sponsors.

As for logistics, staff proposes scheduling our visit to Washington D.C. the week of March 14, arriving on Sunday, March 13th, returning on Wednesday March 16, with the reception to be held the evening of Tuesday, March 15 in its traditional location - the House Transportation & Infrastructure Committee Room, 2167 Rayburn House Office Building. This is the week the American Public Transportation Association (APTA) is holding its annual legislative conference, and unlike last year, both chambers of Congress are scheduled to be in session that week. Scheduling our visit so that it overlaps with the APTA conference makes it easier for Bay Area transit agency partner board members and staff to participate in meetings and attend the California Transportation Reception.

We look forward to discussing this general approach with you and soliciting any additional ideas you may have to ensure a productive state and federal legislative session in 2016.



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Metropolitan Transportation Commission

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

Sponsors:

Indexes:

Code sections:

Attachments: [4a Tom Bulger's DC Report Dec 2015.pdf](#)

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

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December 2015 Monthly Report for MTC

To: Steve Heminger, Executive Director
From: Tom Bulger, President, GRI
Re: Monthly Report for December 2015
Date: December 26, 2015

- **Fixing America's Surface Transportation (FAST) Act**
- **Omnibus Appropriations Bill**
- **Tax Bill Signed Into Law**
- **MTC Washington, D.C. 2016 Trip**
- **Meetings**

The 2015 Holiday Season was especially bountiful for the Federal Transportation programs. Congress and the President agreed to a five-year surface transportation authorization bill. Congress and the President agreed to make permanent over twenty tax provisions and the bipartisan environment extended to a FY 2016 Omnibus Appropriation Bill, which averted a Government shutdown.

Fixing America's Surface Transportation (FAST) Act

The FAST Act, H.R. 22 (2015-2016), will provide a significant increase in spending from the Highway Trust Fund. Highway spending in FY 2016 will be \$2.1 billion or 5% above FY 2015. Federal transit spending in FY 2016 will be \$753 million or 9% above FY 2015. Highway spending will grow from 2.1 % to 2.4% per year after FY 2016 and mass transit spending will grow at 2% per year.

How the bill is partially funded is a long-term concern. For the most part the Federal Reserve's surplus account was tapped at \$70 billion to shore up the Highway Trust Fund's shortages.

The most significant features of the FAST Act are:

- Formula freight program from \$1.15 billion in FY 2016 up to \$1.50 billion in FY 2020;
- Discretionary grant program for large highway and freight projects at \$500 million over the life of the bill;
- Surface Transportation block grant program with an increase to 55% that has to be suballocated versus current law at 55%;
- Expedited mass transit project delivery for up to eight new fixed guideway, core capacity or small starts projects;
- Mass transit pilot program for innovative coordinated access and mobility grants;
- Mass transit competitive grant program for innovative workforce development; and
- Mass transit pooling of formula funds to allow for large-scale procurements.

Omnibus Appropriations Bill

In mid December, the Congress approved and the President signed the year end FY 2016 appropriations bill. Signage of the appropriations bill averted a government shutdown.

Funding for the Federal Transit Administration (FTA) increased from \$870 million to \$11.8 billion for FY 2016.

Tax Bill Signed Into Law

At the end of this session of Congress, a tax bill was approved and signed by the President. Of special interest to the transit community, the transit and vanpool benefit was made permanent and at parity with the parking benefit. So beginning on January 1, 2016, the transit and vanpool benefit will be up to \$255 per month the same as the parking benefit. Additionally, all three transportation benefits will have an inflationary annual adjustment in the future.

MTC Washington, D.C. 2016 Trip

Logistics and planning are underway for the Commission's annual trip to Washington, D.C. in March 2016.

The California Congressional Transportation Reception is set for March 15, 2016 in the House Transportation and Infrastructure Committee Room, 2167 Rayburn House Office Building.

Meetings

I attend the APTA Legislation Committee meeting on Capitol Hill in December and their annual Holiday Reception.