

3. Federal Legislation

- 3a. [15-1910](#) Tom Bulger's Report
- Verbal report from MTC's advocate in Washington D.C.
- Action: Information
- Presenter: Thomas J. Bulger, Government Relations, Inc.

4. State Legislation

- 4a. [15-1909](#) 2016 Legislative Scorecard
- Summary of outcomes on MTC priority bills and MTC 2016 Advocacy Program.
- Action: Information
- Presenter: Randy Rentschler
- Attachments: [4a 2016 Legislative Scorecard](#)
- 4b. [15-1906](#) Cap & Trade Update
- Overview of legislative activity, funding allocations and proposed changes to CalEnviroScreen.
- Action: Information
- Presenter: Rebecca Long
- Attachments: [4b Cap & Trade Update](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be November 4, 2016, 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1905 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 9/7/2016 **In control:** Legislation Committee
On agenda: 10/14/2016 **Final action:**
Title: Minutes of September 9, 2016 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a Minutes Sept 2016](#)

Date	Ver.	Action By	Action	Result
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Subject:

Minutes of September 9, 2016 meeting

Recommended Action:

Committee Approval

Attachments



Metropolitan Transportation Commission

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

Agenda Item 2a

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

Friday, September 9, 2016

9:02 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 5 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted,
Commissioner Pierce, and Commissioner Spering

Absent: 2 - Commissioner Kinsey, and Vice Chair Liccardo

Non-Voting Members Absent: Commissioner Azumbrado and
Commissioner Giacomini

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

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

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 5 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Halsted,
Commissioner Pierce and Commissioner Spering

Absent: 2 - Commissioner Kinsey and Vice Chair Liccardo

2a. [15-1813](#) Minutes of July 8, 2016 meeting.

Action: Committee Approval

2b. [15-1814](#) Legislative History

Action: Information

Presenter: Rebecca Long

- 2c.** [15-1878](#) Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo.

Transportation and Affordable Housing Measures.

Action: Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Commission Approval

Presenter: Rebecca Long

- 2d.** [15-1816](#) State Legislative Update

Overview of the 2016 State Legislative Session

Action: Information

Presenter: Rebecca Long

- 2e.** [15-1839](#) Proposition 53: California Public Vote on Bonds Initiative

Proposal to oppose initiative that requires a statewide vote to authorize revenue bonds above \$2 billion.

Action: Oppose / Commission Approval

Presenter: Rebecca Long

- 2f.** [15-1865](#) AB 1889 (Mullin): Caltrain Electrification Funding from High Speed Rail Bond

Affirms eligibility of High Speed Passenger Train Bond Act funding authorized by Proposition 1A (2008) for near-term passenger rail projects in northern and southern California, known as the "Bookends."

Action: Support / Commission Approval

Presenter: Randy Rentschler

- 2g. [15-1889](#) Transportation Funding: Joint Assembly/Senate Proposal Released
(AB x1-26/SB x1-1)

\$7.4 billion/year proposal, whose key focus continues to be “fix it first.”

Action: Information

Presenter: Rebecca Long

- 2h. [15-1817](#) Tom Bulger’s Report

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

Action: Information

Presenter: Randy Rentschler

3. Public Comment / Other Business

4. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be October 14, 2016, 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1907 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/7/2016 **In control:** Legislation Committee
On agenda: 10/14/2016 **Final action:**
Title: Legislative History
Sponsors:
Indexes:
Code sections:
Attachments: [2b_Oct_LegHistoryforWeb](#)

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
Final Summary of 2015-16 Session
Friday, October 07, 2016

Agenda Item 2b

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Telephone: 415.778.6700
Fax: 415.536.9800
Web site: www.mtc.ca.gov

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 Dead	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 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 23 Patterson	Introduced 12/1/2014	Assembly Dead	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 Dead	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 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 Dead	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 Dead	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 Dead	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 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 197 Garcia, Eduardo	Chaptered 9/8/2016	Assembly Chaptered	State Air Resources Board: greenhouse gases: regulations. Current law establishes the State Air Resources Board consisting of 14 members and vests the state board with regulatory jurisdiction over air quality issues. This bill would add 2 Members of the Legislature to the state board as ex officio, nonvoting members. The bill would provide that the voting members of the state board are appointed for staggered 6-year terms and upon expiration of the term of office of a voting member, the appointing authority may reappoint that member to a new term of office, subject to specified requirements. The bill would require the state board to establish the initial staggered terms.	
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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 457 Melendez	Amended 3/26/2015	Assembly Dead	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 Dead	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	Chaptered 7/25/2016	Assembly Chaptered	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2019, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2018, authorize the DMV to assess specified administrative fees on parking and toll evasion processing agencies to support the administration of this system. The bill would also, commencing January 1, 2019, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates.	Support
AB 518 Frazier	Introduced 2/23/2015	Assembly Dead	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 Dead	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 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	Chaptered 9/28/2016	Assembly Chaptered	High-occupancy toll lanes: exemptions from tolls. Would require os Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.	
AB 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 Dead	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 Dead	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	Vetoed 9/24/2016	Assembly Vetoed	Local government: financial disclosures. Would require a city, county, city and county, or special district, on or before April 30 of each year, to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

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 6/30/2016	Senate Dead	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to for-hire passenger transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market among companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Support
AB 869 Cooper	Amended 6/18/2015	Senate Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 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 Dead	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 1132 Ting	Amended 5/4/2015	Assembly Dead	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 Dead	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 Dead	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 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 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 Dead	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 1324 Williams	Amended 3/26/2015	Assembly Dead	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 Dead	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 1/14/2016	Assembly Dead	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 regional projects that reduce or sequester greenhouse gas emissions. The bill would require the council, in coordination with the state board, to develop guidelines for the program. The bill would require the council to implement the program with moneys appropriated from the Greenhouse Gas Reduction Fund.	Oppose
AB 1360 Ting	Amended 7/2/2015	Senate Dead	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	Senate Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Economy	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	Chaptered 9/14/2016	Assembly Chaptered	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.	Oppose Unless Amended
AB 1555 Gomez	Amended 3/28/2016	Assembly Dead	Greenhouse Gas Reduction Fund. Would appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund for the 2016-17 fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities.	
AB 1569 Steinorth	Amended 3/28/2016	Assembly Dead	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.	Support & Seek Amendment
AB 1572 Campos	Amended 4/21/2016	Assembly Dead	School transportation. Would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation.	
AB 1591 Frazier	Introduced 1/6/2016	Assembly Dead	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Support & Seek Amendment

AB 1592 Bonilla	Chaptered 9/29/2016	Assembly Chaptered	Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of a utonomous vehicles without a driver in the vehicle, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.	Support
AB 1595 Campos	Amended 3/29/2016	Assembly Dead	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 the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human traffic king. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.	
AB 1610 Committee on Budget	Amended 6/13/2016	Assembly Dead	Transportation. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws.	
AB 1613 Committee on Budget	Chaptered 9/14/2016	Assembly Chaptered	Budget Act of 2016. The Budget Act of 2016 made appropriations for the support of state government for the 2016-17 fiscal year. This bill would amend the Budget Act of 2016 by amending and adding items of appropriation and making other changes. This bill contains other related provisions.	
AB 1640 Stone, Mark	Amended 6/20/2016	Senate Dead	Retirement: public employees. PEPR A exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner. This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.	

AB 1641 Allen, Travis	Introduced 1/11/2016	Assembly Dead	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	
AB 1657 O'Donnell	Amended 4/7/2016	Assembly Dead	Air pollution: public ports and intermodal terminals. Would establish the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, as defined, to help transition the state's freight system to be zero- and near-zero-emission operations. The bill would authorize the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. This bill contains other related provisions and other existing laws.	
AB 1659 Rodriguez	Introduced 1/13/2016	Assembly Dead	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, while children are going to or leaving the school, either during school hours or during the noon recess period. This bill contains other related provisions and other existing laws.	
AB 1662 Chau	Vetoed 9/29/2016	Assembly Vetoed	Unmanned aircraft systems: accident reporting. Would require, except as specified, the operator of any unmanned aircraft system involved in an accident resulting in injury to an individual or damage to property to immediately land the unmanned aircraft at the nearest location that will not jeopardize the safety of others and provide certain information to the injured individual or the owner or person in charge of the damaged property or place that information in a conspicuous place on the damaged property. The bill would make a person who knowingly fails to comply with these provisions guilty of an infraction or a misdemeanor, as specified.	
AB 1665 Bonilla	Chaptered 7/1/2016	Assembly Chaptered	Transactions and use taxes: County of Alameda, County of Contra Costa, and Contra Costa Transportation Authority. Current law authorizes the County of Alameda and the County of Contra Costa to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, exceeds the combined rate of all these taxes that may be imposed, if certain requirements are met. This bill would remove this taxing authority from the County of Alameda and the County of Contra Costa and grant this taxing authority to the Contra Costa Transportation Authority. This bill contains other related provisions.	

AB 1677 Ting	Chaptered 9/27/2016	Assembly Chaptered	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol to, upon the request of, and in consultation with, representatives of a local government in a jurisdiction where tour buses operate, develop protocols for entering into memoranda of understanding with local governments to allow the department to increase the number of the locally operating tour buses that are being inspected by the department. The bill would require a memorandum of understanding entered into with a local government pursuant to these provisions to include a provision that the local government will reimburse the department for all actual costs associated with conducting additional inspections.	
AB 1710 Calderon	Amended 4/5/2016	Assembly Dead	Vehicular air pollution: zero-emission and near-zero-emission vehicles. Would require, on or before January 1, 2019, the State Air Resources Board to develop and implement a comprehensive program comprised of a portfolio of incentives to promote zero-emission and near-zero-emission vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature. This bill contains other related provisions and other existing laws.	
AB 1717 Hadley	Amended 3/18/2016	Assembly Dead	Greenhouse Gas Reduction Fund. Would reappropriate the 25% share of the annual proceeds of the Greenhouse Gas Reduction Fund designated for the high-speed rail project to the Transportation Agency for the Transit and Intercity Rail Capital Program under specified conditions. The bill would make legislative findings and declarations.	
AB 1725 Wagner	Amended 3/7/2016	Senate Dead	Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, nonsubstantive changes to that provision. This bill contains other current laws.	
AB 1746 Stone, Mark	Amended 5/24/2016	Senate Dead	Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements.	Support
AB 1768 Gallagher	Amended 2/25/2016	Assembly Dead	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	

AB 1780 Medina	Amended 3/28/2016	Assembly Dead	Greenhouse Gas Reduction Fund: trade corridors. Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation.	Support
AB 1803 Melendez	Introduced 2/8/2016	Assembly Dead	Local government: housing. 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 a nonsubstantive change to those findings and declarations.	
AB 1813 Frazier	Chaptered 7/25/2016	Assembly Chaptered	High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	
AB 1814 Allen, Travis	Amended 4/11/2016	Assembly Dead	State highways: roadside rest areas. Would authorize the Department of Transportation to enter into one or more agreements, as specified, for the operation of safety roadside rest areas by private entities in conjunction with the development of a retail establishment, under which certain payments may be made to the state. The bill would also require the department to seek any federal waivers that may be necessary to implement these provisions.	
AB 1815 Alejo	Amended 5/2/2016	Assembly Dead	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 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 agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.	
AB 1818 Melendez	Introduced 2/8/2016	Assembly Dead	Transportation funds. Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a nonsubstantive change to this provision.	
AB 1833 Linder	Amended 4/25/2016	Assembly Dead	Transportation projects: environmental mitigation. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.	

AB 1851 Gray	Amended 4/13/2016	Assembly Dead	Vehicular air pollution: reduction incentives. Would, for purposes of the Clean Vehicle Rebate Project, require the State Air Resources Board, until January 1, 2026, to provide specified rebate amounts for battery electric vehicles, fuel-cell vehicles, and plug-in hybrid electric vehicles and to implement a process to allow eligible applicants to obtain prompt preapproval from the state board prior to purchasing an eligible vehicle, as specified.	
AB 1866 Wilk	Introduced 2/10/2016	Assembly Dead	High-speed rail bond proceeds: redirection: water projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	
AB 1886 McCarty	Amended 5/11/2016	Senate Dead	California Environmental Quality Act: transit priority projects. CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.	
AB 1889 Mullin	Chaptered 9/28/2016	Assembly Chaptered	High-Speed Rail Authority: high-speed train operation. Current law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations. This bill would provide for the purposes of a certain required funding plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met	Support
AB 1898 Harper	Introduced 2/11/2016	Assembly Dead	Driver's licenses: applicant requirements examination. Under current law, upon application for an original driver's license, except student licenses, the Department of Motor Vehicles shall require an examination of the applicant. Current law requires that the examination test the applicant's knowledge and understanding of, among other things, the provisions of the Vehicle Code governing the operation of vehicles upon the highways. This bill would require the test of the applicant's knowledge and understanding of the operation of vehicles on the highway to include provisions that cover safe overtaking and passing, as specified.	
AB 1908 Harper	Amended 3/17/2016	Assembly Dead	High-occupancy vehicle lanes. Would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, 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 in southern California to be modified to conform with those requirements.	

AB 1910 Harper	Introduced 2/11/2016	Assembly Dead	Transportation: advisory question: election. Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."	
AB 1919 Quirk	Chaptered 9/28/2016	Assembly Chaptered	Local transportation authorities: bonds. The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.	
AB 1934 Santiago	Chaptered 9/28/2016	Assembly Chaptered	Planning and zoning: development bonuses: mixed-use projects. Would, when an applicant for approval of a commercial development has entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing, until January 1, 2022, require a city, county, or city and county to grant to the commercial developer a development bonus, as specified.	
AB 1938 Baker	Introduced 2/12/2016	Assembly Dead	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 require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.	
AB 1943 Linder	Chaptered 9/23/2016	Assembly Chaptered	Parking: county transportation commissions. Would authorize the Riverside County Transportation Commission to enter into contracts with private vendors for the enforcement of parking regulations and the removal of vehicles parked in violation of parking regulations adopted by the commission. This bill contains other related provisions and other existing laws.	
AB 1964 Bloom	Amended 8/17/2016	Senate Dead	High-occupancy vehicle lanes: vehicle exceptions. Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	

AB 1969 Steinorth	Amended 5/10/2016	Assembly Dead	Affordable housing: home purchase assistance. Current law establishes the California Homebuyer's Downpayment Assistance Program, which requires the California Housing Finance Agency to, among other things, administer a program that provides downpayment assistance, including deferred-payment, low-interest, junior mortgage loans to reduce principal and interest payments, that makes financing affordable to first-time low- and moderate-income home buyers, pursuant to specified terms. This bill would appropriate \$10,000,000 from the General Fund to the California Homebuyer's Downpayment Assistance Program for the purposes of the downpayment assistance program described above.	
AB 1982 Bloom	Amended 4/12/2016	Assembly Dead	California Transportation Commission: membership. Would expand the membership of the California Transportation Commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, communities with diverse racial and ethnic populations and communities with low-income populations.	
AB 1987 Rodriguez	Introduced 2/16/2016	Assembly Dead	Department of Transportation: contracts with federally recognized Indian tribes. Current law specifies the powers and duties of the Department of Transportation, and authorizes the department to make and enter into contracts that are required for performance of its duties, except that contracts with federally recognized Indian tribes are limited to certain activities and subject to certain conditions. This bill would delete those limitations and conditions.	
AB 2014 Melendez	Amended 4/13/2016	Assembly Dead	Freeway Service Patrol Program Assessment. Would, by June 20, 2018, and every 5 years thereafter, require the Department of Transportation to publish and submit to the Legislature and the Department of Finance, as specified, a statewide Freeway Service Patrol Program Assessment that would, among other things, identify, quantify, and analyze existing freeway service patrols, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program, as specified.	Support
AB 2030 Mullin	Chaptered 8/19/2016	Assembly Chaptered	Transportation districts: contracts. Current law requires contracts of the San Francisco Bay Area Rapid Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000. This bill would impose those bidding requirements with respect to district contracts for the purchase of supplies, equipment, and materials if the amount of the contract exceeds \$150,000 and would require a minimum of 3 quotations for those contracts between \$5,000 and \$150,000.	
AB 2031 Bonta	Chaptered 9/22/2016	Assembly Chaptered	Local government: affordable housing: financing. Current law requires, from February 1, 2012, to July 1, 2012, inclusive, and for each fiscal year thereafter, the county auditor-controller in each county to allocate property tax revenues in the county's Redevelopment Property Tax Trust Fund, established to receive revenues equivalent to those that would have been allocated to former redevelopment agencies had those agencies not been dissolved, towards the payment of enforceable obligations and among entities that include, among others, a city and the county or the city and county. This bill would authorize a city or county to reject its allocations of property tax revenues that it would otherwise receive pursuant to specified statutory provisions governing the dissolution of redevelopment agencies.	

AB 2034 Salas	Amended 3/17/2016	Senate Dead	Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. This bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.	
AB 2049 Melendez	Introduced 2/17/2016	Assembly Dead	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.	
AB 2050 Steinorth	Amended 6/6/2016	Senate Dead	Health care coverage: prescription drugs: refills. Would require a health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2017, that provides coverage for prescription drug benefits to implement a medication synchronization program for the dispensing of prescription drugs by a single retail network pharmacy so that prescriptions that are refilled at the same frequency may be filled concurrently for the purpose of improving medication adherence or if it is in the best interest of the enrollee or insured, as specified.	
AB 2051 O'Donnell	Chaptered 8/25/2016	Assembly Chaptered	Rental passenger vehicles. Current law generally governs the transactions between a rental car company, also referred to as a rental company, and its customers, including, among other provisions, required disclosures by a rental company, mandatory contract provisions for a vehicle rental agreement, restrictions on a rental company's use of electronic surveillance technology, and authorization for a rental company to collect specific types of fees and charges from its customers. This bill, among other things, would recast and reorganize these provisions, would modify definitions and terms for uniformity, and would make conforming changes.	
AB 2066 Lackey	Amended 4/18/2016	Assembly Dead	Service stations: petroleum supply and pricing. Would require every service station to also display the average per-gallon cost of gasoline and diesel fuel, as annually calculated by the commission in consultation with the Legislative Analyst's Office, across the industry of refiners producing transportation fuels as a result of their compliance with a market-based compliance mechanism. Because a violation of this requirement would be a crime, this bill would impose a state-mandated local program.	
AB 2087 Levine	Chaptered 9/22/2016	Assembly Chaptered	Regional conservation investment strategies. Would authorize the Department of Fish and Wildlife, or any other public agency, to propose a regional conservation investment strategy, to be developed in consultation with applicable local agencies that have land use authority, for the purpose of informing science-based nonbinding and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species and providing voluntary nonbinding guidance for various activities.	

AB 2090 Alejo	Amended 5/27/2016	Senate Dead	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	
AB 2094 Obernolte	Amended 3/18/2016	Assembly Dead	Transportation: Greenhouse Gas Reduction Fund: state and local transportation funds. Would, beginning in the 2016-17 fiscal year, transfer \$1 billion annually from the Greenhouse Gas Reduction Fund to the Retail Sales Tax Fund, subject to specified conditions, and would state that the transferred revenues shall be considered part of the revenues allocated to local transportation funds from the Retail Sales Tax Fund. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the Retail Sales Tax Fund for allocation to state highway and local street and road purposes.	
AB 2100 Calderon	Amended 3/18/2016	Assembly Dead	The 21st Century Infrastructure Act of 2016. Would require the Public Utilities Commission, the State Energy Resources Conservation and Development Commission, the Independent System Operator, and the State Air Resources Board, until January 1, 2020, to review and evaluate their policies and plans for the expansion of 21st century infrastructure and to take other related actions. The bill would also make related findings and declarations.	
AB 2107 Frazier	Chaptered 9/22/2016	Assembly Chaptered	Department of Motor Vehicles: electronic vehicle registration services: interstate carrier partnership. This bill would authorize the Department of Motor Vehicles, in order to provide electronic vehicle registration services, to enter into an interstate carrier partnership with an interstate carrier partner, if the partner meets specified requirements, and would authorize the department to enter into contractual agreements with 3 specified types of partnerships.	
AB 2126 Mullin	Chaptered 9/28/2016	Assembly Chaptered	Public contracts: Construction Manager/General Contractor contracts. Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services	
AB 2145 Linder	Introduced 2/17/2016	Assembly Dead	Vehicle replacement: rebates. The Charge Ahead California Initiative, administered by the State Air Resources Board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and increasing access for disadvantaged, low-income, and moderate-income communities and consumers to zero-emission and near-zero-emission vehicles. This bill, for the purpose of calculating the vehicle license fee, would authorize the amount of compensation provided to a low-income motor vehicle owner under the enhanced fleet modernization program to be deducted from the motor vehicle's price, as specified.	

AB 2152 Gray	Amended 3/7/2016	Assembly Dead	Elections: ballots: ballot order. Would, for the November 8, 2016, statewide general election only, authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.	
AB 2167 Achadjian	Chaptered 9/23/2016	Assembly Chaptered	Vehicles: towed vehicles. Current law requires a business taking possession of a vehicle from a tow truck to document specified information, including the make, model, and license plate or vehicle identification number of the vehicle. Current law requires a business taking possession of a vehicle to obtain the specified information from the towing company the next day if the vehicle was dropped off after hours. This bill would specify that a business is required to document the specified information described above when it takes possession of a vehicle from a tow truck during hours the business is open to the public and would also authorize the business to document the tow truck driver's identification number, as specified, or another government authorized unique identifier of the tow truck operator.	
AB 2170 Frazier	Vetoed 9/28/2016	Assembly Vetoed	Trade Corridors Improvement Fund: federal funds. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Current law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.	Support
AB 2181 Brown	Amended 4/11/2016	Assembly Dead	Public contracts: contract specifications. The California State University Contract Law governs contracting for building and improvement projects by the California State University and imposes specific competitive bidding requirements for the Trustees of the California State University, including the preparation of specifications for a project. This bill would require an awarding department, on or before January 1, 2018, to prepare and submit to the Legislature and the Governor a report on the greenhouse gas emissions that are associated with emissions-intensive products, as defined, in projects within the jurisdiction of the department.	
AB 2196 Low	Chaptered 9/16/2016	Assembly Chaptered	Santa Clara Valley Transportation Authority. Would revise numerous statutes related to the Santa Clara Valley Transportation Authority to change references from "authority" to the Santa Clara Valley Transportation Authority and various other references of "authority" or "district" to the VTA. The bill would make other nonsubstantive changes in these statutes and repeal obsolete provisions. The bill would also authorize the board of directors of the VTA to include mayors of cities within the county, as specified. This bill contains other related provisions and other existing laws.	
AB 2200 Thurmond	Amended 4/14/2016	Assembly Dead	School Employee Housing Assistance Grant Program. Would require the California Housing Finance Agency to administer a program to provide financing assistance, as specified, to a qualified school district, as defined, and to a qualified developer, as defined, for the creation of affordable rental housing for school employees, including teachers. The bill would require the State Department of Education to certify that a school district seeking a grant meets the definition of qualified school district.	

AB 2208 Santiago	Chaptered 9/22/2016	Assembly Chaptered	Local planning: housing element: inventory of land for residential development. The Planning and Zoning Law, requires a city or county to adopt a comprehensive, long-term general plan for the physical development of the city or the county and of any land outside its boundaries that bears relation to its planning. This bill would revise the definition of land suitable for residential development to include the airspace above sites owned or leased by a city, county, or city and county. By imposing new duties upon local agencies with respect to the housing element of the general plan, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 2222 Holden	Amended 8/2/2016	Senate Dead	Transit Pass Program: free or reduced-fare transit passes. Would establish the Transit Pass Program to be administered by the Department of Transportation with moneys made available, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants. The bill would exempt those guidelines from the Administrative Procedure Act.	
AB 2227 Waldron	Amended 5/2/2016	Assembly Dead	Vehicles: license suspension and revocation: punishment. Would make it unlawful for a person, while driving a vehicle with a license that has been suspended or revoked for reckless driving resulting in injury to a person other than the driver, as specified, to do an act forbidden by law or neglect a duty imposed by law in the driving of the vehicle, which act or neglect proximately causes bodily injury to a person other than the driver. The bill would require a person convicted under these provisions to serve a specified minimum term of imprisonment in the county jail.	
AB 2233 Brown	Introduced 2/18/2016	Assembly Dead	Highways: exit information signs. Would require the Department of Transportation to adopt rules and regulations that allow the placement, near exits and off-ramps on freeways located in urban and rural areas, of information signs identifying the closest hospital owned and operated by a county that includes the full name of the hospital, if the county requests the sign or signs and agrees to pay for the cost. The bill would require the department to erect the sign or signs within 30 days of the receipt of payment from the county.	
AB 2253 Grove	Amended 4/25/2016	Assembly Dead	Specialized license plates. Would require the Department of Veterans Affairs, in consultation with the State Treasurer, to apply to the DMV to sponsor specified historic state and federal motto license plate programs and would require the DMV to issue those specialized license plates for those programs if the Department of Veterans Affairs satisfies certain requirements.	
AB 2268 Santiago	Introduced 2/18/2016	Assembly Dead	Outdoor advertising. The Outdoor Advertising Act provides for the regulation by the Department of Transportation of certain outdoor advertising displays along highways. Current law authorizes the California Transportation Commission to allocate sufficient funds from the State Highway Account in the State Transportation Fund that are available for capital outlay purposes to match federal funds that are made available for removal of outdoor advertising displays. This bill would make a nonsubstantive change to these provisions.	
AB 2276 Brown	Introduced 2/18/2016	Assembly Dead	Greenhouse gases: emissions reduction. Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program 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 make nonsubstantive changes to that provision. This bill contains other current laws.	

AB 2277 Melendez	Introduced 2/18/2016	Assembly Dead	Local government finance: property tax revenue allocation: vehicle license fee adjustments. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, current law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Current law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would modify these reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2016-17 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	
AB 2289 Frazier	Chaptered 7/22/2016	Assembly Chaptered	Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	
AB 2292 Gordon	Amended 4/14/2016	Assembly Dead	California Global Warming Solutions Act of 2006: disadvantaged communities. Would require the California Environmental Protection Agency, no later than July 1, 2017, to update the California Communities Environmental Health Screening Tool to include specified factors, using the best-available data, when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.	Support & Seek Amendment
AB 2299 Bloom	Chaptered 9/27/2016	Assembly Chaptered	Land use: housing: 2nd units. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. Current law authorizes the ordinance to designate areas within the jurisdiction of the local agency where 2nd units may be permitted, to impose specified standards on 2nd units, and to provide that 2nd units do not exceed allowable density and are a residential use, as specified. This bill would replace the term "second unit" with "accessory dwelling unit."	
AB 2303 Holden	Amended 4/14/2016	Assembly Dead	Vehicles: specialized license plates. Would require the Department of Transportation to apply to the DMV, as specified, to sponsor a bicycle pathway license plate program, and would require the DMV to issue specialized license plates for that program if the Department of Transportation satisfies certain requirements. The bill would specify the appearance of the bicycle pathway license plate.	
AB 2319 Gordon	Introduced 2/18/2016	Assembly Dead	California Infrastructure and Economic Development Bank. Would expand the authority of the California Infrastructure and Economic Development Bank by adding affordable housing, as defined, to the types of projects to which the bank is authorized to provide financial assistance. By expanding the bank's authority to expend funds in a continuously appropriated fund, the bill would make an appropriation. This bill would also make conforming, nonsubstantive changes to cross-references to this provision.	

AB 2321 Rodriguez	Amended 4/20/2016	Assembly Dead	Vehicles: registration and transfers of title or interest: use tax. Current law requires the Department of Motor Vehicles to withhold the registration or the transfer of registration of any vehicle or vessel, and to withhold identification or transfer of ownership of any off-highway vehicle subject to identification, until the applicant for registration or identification pays to the department the use tax measured by the sales price of the vehicle or vessel as required by the Sales and Use Tax Law, together with penalty, except as specified. Current law requires the department to transmit all collections of use tax and penalty to the State Board of Equalization. This bill would require, in addition, that the department determine all local use taxes the applicant is responsible to pay by specific address data provided by the applicant, and where the vehicle or vessel is to be registered.	
AB 2332 Garcia, Eduardo	Amended 4/5/2016	Assembly Dead	Transportation funding: complete streets. Would require the Department of Transportation to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. The bill would establish department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by nonautomobile modes of travel, as specified.	Oppose
AB 2334 Mullin	Amended 5/27/2016	Senate Dead	Sales and use taxes: exclusion: alternative energy financing. The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the authority to provide financial assistance in the form of a sales and use tax exclusion for any lease or transfer of title of tangible personal property constituting a project to any participating party, and defines a project and participating party for those purposes. The act limits the sales and use tax exclusion to \$100,000,000 for each calendar year. This bill would expand those persons eligible for the sales and use tax exclusion, which is limited in amount, to additionally include any contractor for use in the performance of a construction contract for the participating party that will use that property as an integral part of the approved project.	
AB 2343 Garcia, Cristina	Amended 4/27/2016	Assembly Dead	Greenhouse Gas Reduction Fund: study. Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the Greenhouse Gas Reduction Fund. This bill would require the department to include additional data in that annual report, as specified.	
AB 2355 Dababneh	Introduced 2/18/2016	Assembly Dead	Intercity rail services: mitigation. Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.	

AB 2360 Alejo	Amended 4/13/2016	Assembly Dead	School buses: passing violations: automated video enforcement. Current law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. This bill would authorize a school district to install and operate an automated schoolbus video enforcement system, as defined, for the purpose of enforcing the violation described above.	
AB 2374 Chiu	Chaptered 9/28/2016	Assembly Chaptered	Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges. Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency.	
AB 2382 Lopez	Amended 4/11/2016	Assembly Dead	High-Speed Rail Authority: membership. Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed rail system. The authority is comprised of 9 members, with 5 members appointed by the Governor and 4 members appointed by the Legislature. This bill would require at least one member appointed by the Governor beginning with an available vacancy on and after January 1, 2017, to be a person who is from a disadvantaged community, as defined .	
AB 2394 Garcia, Eduardo	Chaptered 9/25/2016	Assembly Chaptered	Medi-Cal: nonmedical transportation. Current law provides for a schedule of benefits under the Medi-Cal program, which includes medical transportation services, subject to utilization controls. This bill, commencing July 1, 2017, would add to the schedule of benefits nonmedical transportation, as defined, subject to utilization controls and permissible time and distance standards, for a beneficiary to obtain covered Medi-Cal services. The bill would require these provisions to be implemented only to the extent that federal financial participation is available, and not otherwise jeopardized, and any necessary federal approvals are obtained.	
AB 2398 Chau	Amended 3/18/2016	Assembly Dead	Transportation: state highways. Would require the California Transportation Commission, every 5 years, to report to the Speaker of the Assembly, the President pro Tempore of the Senate, and the chairs of specified committees the number of selections, adoptions, and location determinations for state highways undertaken and the amount of moneys allocated for the construction, improvement, or maintenance of the highways.	

AB 2411 Frazier	Amended 5/27/2016	Senate Dead	Transportation revenues. Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2017, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.	
AB 2413 Thurmond	Introduced 2/19/2016	Assembly Dead	Sea level rise preparation. Current law, until January 1, 2018, requires the Natural Resources Agency to create, biannually update, and post on an Internet Web site a Planning for Sea Level Rise Database, as specified, and requires specified entities to provide to the agency certain sea level rise planning information for inclusion in the database. This bill would require the agency, on or before January 1, 2019, to complete a study outlining the potential impact of sea level rise on low-income and at-risk communities and public projects and infrastructure. The bill would require the agency, based on the study, to make recommendations on preparing for sea level rise, as specified.	
AB 2415 Garcia, Eduardo	Amended 5/3/2016	Assembly Dead	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects. This bill, between January 2, 2018, and January 1, 2023, would require no less than 50% of the moneys allocated each year for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck and heavy-duty bus technology that meets or exceeds a specified emission standard, with at least 2/3 of these funds to be allocated to heavy-duty truck projects.	
AB 2426 Low	Amended 3/18/2016	Assembly Dead	Workplace Charging Station Grant Program. Would require the State Air Resources Board, until January 1, 2021, to establish and implement the Workplace Charging Stations Grant Program to award grants to eligible applicants, as defined, for the installation of electric vehicle charging stations in commercial parking facilities for employees and visitors. The bill would require eligible applicants awarded grants pursuant to the program to report annually to the state board on certain usage statistics of the charging stations.	
AB 2428 Ting	Amended 8/1/2016	Senate Dead	State highways: property leases. Would revise the provisions governing leases of Department of Transportation property in the City and County of San Francisco to also authorize leases of property for park, recreational, or open-space purposes, subject to certain additional terms and conditions. These park, recreational, and open-space leases would be subject to a requirement for the department to lease property located within a priority development area, as defined, to the city and county on a right of first refusal basis and, for up to 10 parcels, at a specified below market value lease amount, and a requirement for the lessee to be responsible for all associated nonhighway maintenance costs.	

AB 2432 Brown	Introduced 2/19/2016	Assembly Dead	Designated state and local truck routes and services. Would require the Department of Transportation to prepare an inventory of all state and locally designated truck routes and services, publish or cause to be published a statewide Truck Route Network Internet Web site, and prepare a plan and schedule for addressing all inefficiencies and truck transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. The bill would require the department to submit the plan and schedule, together with the cost estimates, to the Governor and the Legislature not later than July 1, 2019. This bill contains other existing laws.	
AB 2441 Thurmond	Amended 6/30/2016	Senate Dead	Housing: Workforce Housing Pilot Program. Would create the Workforce Housing Pilot Program, pursuant to which the Department of Housing and Community Development, subject to the appropriation of funds for that purpose, would award grant funding to eligible recipients, as defined, for the predevelopment costs, acquisition, construction, or rehabilitation of rental housing projects or units within rental housing projects that serve, and for providing downpayment assistance to, persons and families of low or moderate income.	Support
AB 2442 Holden	Chaptered 9/28/2016	Assembly Chaptered	Density bonuses. Would require a density bonus to be provided to a developer that agrees to construct a housing development that includes at least 10% of the total units for transitional foster youth, disabled veterans, or homeless persons, as defined. The bill would require that these units be subject to a recorded affordability restriction of 55 years and be provided at the same affordability level as very low income units. The bill would set the density bonus at 20% of the number of these units. By increasing the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 2451 Achadjian	Introduced 2/19/2016	Assembly Dead	Vehicles: ridesharing. Current law defines ridesharing to mean 2 or more persons traveling by any mode, including, but not limited to, carpooling, vanpooling, buspooling, taxipooling, jitney, and public transit. This bill would make a technical, nonsubstantive change to that provision.	
AB 2475 Gordon	Amended 3/18/2016	Assembly Dead	Loan program: California Infrastructure and Economic Development Bank. Would establish within the California Infrastructure and Economic Development Bank the Local Government Affordable Housing Forgivable Loan Program, and require the bank to make loans to a local government for the development of affordable housing by the local government on terms and conditions the bank deems in the best interests of the state. The bill would define terms for its purposes.	
AB 2491 Nazarian	Chaptered 9/14/2016	Assembly Chaptered	Vehicles: stopping, standing, and parking. Would authorize a local authority to, by ordinance, prohibit a person from stopping, parking, or leaving a vehicle within 15 feet of a driveway that is used by certain emergency vehicles to enter or exit a police department, ambulance service provider facility, or general acute care hospital, except as specified, and would require a local authority that enacts that ordinance to provide appropriate curb markings or "KEEP CLEAR" pavement markings and post appropriate signs that delineate this prohibited area.	

AB 2492 Alejo	Chaptered 9/23/2016	Assembly Chaptered	Community revitalization. Current law authorizes certain local agencies to form a community revitalization and investment authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Current law requires not less than 80% of the land calculated by census tracts or census block groups, as defined by the United States Census Bureau, within the area to be characterized by several conditions, including a condition that the land has an annual median household income of less than 80% of the statewide annual median income. This bill would authorize the calculation to be made with a combination of census tracts and census block groups.	
AB 2501 Bloom	Chaptered 9/28/2016	Assembly Chaptered	Housing: density bonuses. Would revise and recast specified provisions to require a local government to adopt procedures and timelines for processing a density bonus application, provide a list of documents and information required to be submitted with the application in order for it to be deemed complete, and notify the applicant whether it is complete. By increasing the duties of local officials, this bill would impose a state-mandated local program. The bill would prohibit a local government from requiring additional reports or studies to be prepared as a condition of an application.	
AB 2502 Mullin	Amended 6/2/2016	Assembly Dead	Land use: zoning regulations. Would authorize the legislative body of any city, county, or city and county to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households, as specified, and would declare the intent of the Legislature in adding this provision. The bill would also make nonsubstantive changes.	Support
AB 2509 Ting	Amended 4/6/2016	Senate Dead	Operation of bicycles: speed. Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. Current law further authorizes a person operating a bicycle upon a roadway of a highway that carries traffic in one direction only and has two or more marked traffic lanes to ride as close to the left-hand curb or edge of that roadway as practicable. This bill would expand the exceptions to riding as close as practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways, as specified.	
AB 2542 Gatto	Chaptered 9/23/2016	Assembly Chaptered	Streets and highways: reversible lanes. Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.	
AB 2559 Frazier	Vetoed 9/24/2016	Assembly Vetoed	Visitor centers: guide signs. Current law authorizes the Department of Transportation among other things, to place and maintain, or cause to be placed and maintained, signs on state highways directing motorists to communities within the geographical boundaries of a city, county, or city and county if specified conditions are satisfied. This bill would require the department to authorize guide signs for any visitor center seeking a sign if the visitor center is located within 2 miles from the highway intersection. The bill would require the department to establish and charge the visitor center a fee to fully offset the department's cost to place and maintain the sign.	

AB 2575 Baker	Amended 3/15/2016	Assembly Dead	Prima facie speed limits: rural roads. Would establish a prima facie speed limit of 40 miles per hour when driving on a road designated by a local governing body as a rural road, other than a state highway, as specified. Because the bill would create a new crime, it would impose a state-mandated local program.	
AB 2584 Daly	Chaptered 9/21/2016	Assembly Chaptered	Land use: housing development. The Housing Accountability Act, among other things, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or an emergency shelter or conditioning approval in a manner that renders the project infeasible unless the local agency makes specified written findings. The act authorizes an applicant or person who would be eligible to apply for residency in the development or emergency shelter to bring an action to enforce the act. This bill would, in addition, authorize a housing organization, as defined, to bring an action challenging the disapproval of a housing development pursuant to these provisions	
AB 2586 Gatto	Vetoed 9/28/2016	Assembly Vetoed	Parking. Would, by January 1, 2020, require a local authority that prohibits or restricts the parking or standing of vehicles for the purposes of street sweeping or other maintenance activities to ensure that the street, highway, or portion thereof that is restricted is made available to motorists as soon as the street sweeping or other maintenance activities have concluded. This bill contains other related provisions and other existing laws.	
AB 2602 Gatto	Amended 5/11/2016	Assembly Dead	Disabled parking placards. Current law authorizes a disabled person or disabled veteran to apply to the Department of Motor Vehicles (DMV) for the issuance of a distinguishing license plate or placard that entitles the person or veteran to various privileges, including parking in spaces designated for owners of those license plates and placards, parking for unlimited periods in a restricted zone, as specified, and parking in metered spaces without paying parking meter fees. Commencing January 1, 2018, this bill would delete the authority of a disabled person or disabled veteran who has been issued a placard as described above to park for an unlimited period in restricted zones and to park in metered spaces without paying parking meter fees.	
AB 2620 Dababneh	Chaptered 9/28/2016	Assembly Chaptered	Passenger rail projects: funding. Would reallocate funds allocated pursuant to the Clean Air and Transportation Improvement Act of 1990 that are not expended or encumbered by July 1, 2020, to any other existing passenger rail project with existing rail service, except as specified. The bill would require the California Transportation Commission to determine the projects pursuant to this reallocation. By reallocating unexpended or unencumbered funds to any other existing passenger rail project, the bill would make an appropriation. This bill contains other existing laws.	
AB 2653 Garcia, Eduardo	Amended 8/2/2016	Senate Dead	Greenhouse Gas Reduction Fund: report. Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the Greenhouse Gas Reduction Fund. This bill would require the department to include additional information in its annual report to the Legislature, including, among other things, the greenhouse gas emissions reductions attributable to each project and the geographic location, industry sector, and number of employees of the business entities, as defined, receiving moneys from the fund.	

AB 2682 Chang	Amended 8/11/2016	Senate Dead	Registered sex offenders: interactive video games: meeting with minors. Would make it a crime, punishable by a fine not exceeding \$5,000, by imprisonment in a state prison not exceeding one year, or by both the fine and imprisonment, for a registered sex offender to use an interactive video game to encourage another user of the interactive video game who is a minor to physically travel to a specified location for the purpose of meeting the minor. This bill contains other related provisions and other existing laws.	
AB 2693 Dababneh	Chaptered 9/25/2016	Assembly Chaptered	Financing requirements: property improvements. Current law authorizes the legislative body of a public agency, as defined, to determine that it would be convenient, advantageous, and in the public interest to designate an area within which authorized public agency officials and property owners may enter into voluntary contractual assessments to finance certain improvements. This bill would also prohibit a public agency from permitting a property owner to participate in a program pursuant to these provisions unless the property owner satisfies certain conditions and the property owner is given the right to cancel the contractual assessment at any time prior to midnight on the 3rd business day after certain events occur without penalty or obligation, consistent with certain requirements.	
AB 2697 Bonilla	Amended 4/14/2016	Assembly Dead	Redevelopment dissolution: successor agencies: disposal of assets and properties. Would require a successor agency, prior to the disposal of land of the former redevelopment agency, to send a written offer to sell for the purposes of developing low- and moderate-income housing to any local public entity within whose jurisdiction the land is located, as specified. The bill would additionally require the sale of land of the former redevelopment agency to be subject to certain requirements relating to affordable housing. By imposing new duties on local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 2702 Atkins	Amended 3/18/2016	Assembly Dead	Greenhouse gases: study. Would require the State Air Resources Board to conduct a study that outlines best practices and policies for meeting state goals to reduce greenhouse gas emissions. The bill also would authorize the state board to collaborate with air pollution control and air quality management districts.	
AB 2708 Daly	Amended 3/18/2016	Assembly Dead	Department of Transportation: Lean 6-SIGMA program. Would require the Department of Transportation to conduct a study to assess the implementation of the Lean 6-SIGMA program as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.	
AB 2718 Gomez	Amended 5/9/2016	Senate Dead	Vehicles: transportation of hazardous materials. Current law requires a carrier, prior to the transport of certain hazardous materials, to provide advance notification, in writing, to the Department of the California Highway Patrol, as specified. This bill would authorize a carrier to notify the department by electronic communication if there are any changes in the scheduling of the shipments described above, in the routes to be used for those shipments, or any cancellation of those shipments. The bill would define "electronic communication" to mean email or telegram.	

AB 2722 Burke	Chaptered 9/14/2016	Assembly Chaptered	Transformative Climate Communities Program. Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. The bill would require the council to develop guidelines and selection criteria for the implementation of the program.	Oppose Unless Amended
AB 2734 Atkins	Amended 4/5/2016	Assembly Dead	Local Control Affordable Housing Act. Would establish the Local Control Affordable Housing Act to require the Department of Finance, on or before _____ and on or before the same date each year thereafter, to determine the state General Fund savings for the fiscal year as a result of the dissolution of redevelopment agencies. The bill would provide that, upon appropriation, 50% of that amount or \$1,000,000,000, whichever is less, be allocated to the Department of Housing and Community Development.	
AB 2736 Chu	Introduced 2/19/2016	Assembly Dead	Golf cart transportation plans. Current law authorizes a city or county to establish a golf cart transportation plan subject to specified requirements. This bill would make nonsubstantive changes to those provisions.	
AB 2741 Salas	Vetoed 9/26/2016	Assembly Vetoed	Long-range transportation planning: California Transportation Plan. Would, beginning in 2020, require updates to the California Transportation Plan to be approved by the California Transportation Commission prior to submission to the Legislature and the Governor. The bill would require the department to submit a draft of its proposed update to the commission for its comments by June 30, 2020, and every 5 years thereafter.	
AB 2742 Nazarian	Introduced 2/19/2016	Assembly Dead	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. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	
AB 2762 Baker	Amended 4/5/2016	Assembly Dead	Transportation: Altamont Pass Regional Rail Authority. Would establish the Altamont Pass Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, within the City of Livermore, that meets the goals and objectives of the community. The bill would require the authority's governing board to be composed of 12 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants.	

AB 2781 Garcia, Eduardo	Amended 8/2/2016	Senate Dead	Supplemental environmental projects. Current law requires each board, department, and office within the California Environmental Protection Agency that has enforcement authority to establish a policy on supplemental environmental projects that benefits disadvantaged communities, as defined. Current law requires that policy to include among other things, allowing the amount of a supplemental environmental project to be up to 50% of the enforcement action. This bill would require an assurance that no less than 10% of the enforcement action monetary penalties received by each board, department, and office within the agency is allocated to supplemental environmental projects in disadvantaged communities.	
AB 2783 Garcia, Eduardo	Amended 6/23/2016	Senate Dead	Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill would require the Strategic Growth Council to consider revisions to the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area, as specified, and to provide a written explanation to the Legislature by March 1, 2017, if the council determines that it will not make the revisions.	Oppose
AB 2796 Bloom	Amended 6/30/2016	Senate Dead	Active Transportation Program. Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to adopt the 2015 program of projects no later than January 31, 2016, with each subsequent program of projects to be adopted by April 1 of each odd-numbered year, and requires the commission to adopt guidelines for the program. This bill would, for a program cycle adopted on or after January 1, 2018, require a minimum of 10% of all available Active Transportation Program funds to be programmed for planning and noninfrastructure purposes, except as provided, and would require at least 50 percent of that amount to be programmed for planning activities to develop comprehensive active transportation master plans.	
AB 2800 Quirk	Chaptered 9/24/2016	Assembly Chaptered	Climate change: infrastructure planning. Would, until July 1, 2020, require state agencies to take into account the current and future impacts of climate change when planning, designing, building, operating, maintaining, and investing in state infrastructure. The bill, by July 1, 2017, and until July 1, 2020, would require the agency to establish a Climate-Safe Infrastructure Working Group for the purpose of examining how to integrate scientific data concerning projected climate change impacts into state infrastructure engineering, as prescribed.	
AB 2817 Chiu	Amended 5/27/2016	Senate Dead	Taxes: credits: low-income housing: allocation increase. Would, for calendar years beginning 2017, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill would also increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.	
AB 2818 Chiu	Chaptered 9/27/2016	Assembly Chaptered	Property taxation: community land trust. Would require the county assessor to consider, when valuing real property for property taxation purposes, a contract that is a 99-year ground lease between a community land trust, as defined, and the qualified owner, as defined, of an owner-occupied single-family dwelling or an owner-occupied unit in a multifamily dwelling and that subjects a single-family dwelling or unit in a multifamily dwelling, and the land on which the dwelling or unit is situated that is leased to the qualified owner for the convenient occupation and use of that dwelling or unit, to affordability restrictions, as defined. This bill contains other related provisions and other existing laws.	

AB 2847 Patterson	Vetoed 9/28/2016	Assembly Vetoed	High-Speed Rail Authority: reports. Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	
AB 2857 Chu	Introduced 2/19/2016	Assembly Dead	Transportation network companies: delivery of commodities. Current law creates the Public Utilities Commission with various powers and duties relative to transportation, including, among other responsibilities, regulation of transportation network companies and those engaged in the private transportation of persons or property. This bill would declare the intent of the Legislature to enact legislation that promotes public safety and accountability for transportation network companies utilizing peer-to-peer mobile services to deliver commodities such as food or clothing.	
AB 2868 Gatto	Chaptered 9/26/2016	Assembly Chaptered	Energy storage. Would require the PUC, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct the state's 3 largest electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined. The bill would authorize the PUC to approve, or modify and approve, programs and investments in distributed energy storage systems, as provided, and would require the PUC to prioritize those programs and investments that provide distributed energy storage systems to public sector and low-income customers.	
AB 2906 Committee on Transportation	Chaptered 8/26/2016	Assembly Chaptered	Transportation: omnibus bill. Current law authorizes the Treasurer and the California Transportation Commission to pledge amounts deposited in the State Highway Account from federal transportation funds for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Current law requires the commission to prepare an annual analysis of the bonding capacity of those federal transportation funds. This bill would instead require the commission to prepare this analysis when the Department of Transportation anticipates the issuance of new notes and makes a written request in that regard, but not more than once annually.	
ABX1 1 Alejo	Introduced 6/23/2015	Assembly Print	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	

ABX1 2 Perea	Introduced 6/25/2015	Assembly Print	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Support
ABX1 3 Frazier	Amended 9/3/2015	Assembly Conference Committee	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	
ABX1 4 Frazier	Introduced 7/9/2015	Senate Rules	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	
ABX1 6 Hernández, Roger	Introduced 7/16/2015	Assembly Print	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	
ABX1 7 Nazarian	Introduced 7/16/2015	Assembly Print	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	
ABX1 8 Chiu	Introduced 7/16/2015	Assembly Print	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	

ABX1 9 Levine	Introduced 8/17/2015	Assembly Print	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	
ABX1 12 Nazarian	Introduced 8/26/2015	Assembly Print	Los Angeles County Metropolitan Transportation Authority. Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. This bill contains other related provisions.	
ABX1 13 Grove	Introduced 8/31/2015	Assembly Print	Greenhouse Gas Reduction Fund: streets and highways. Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.	
ABX1 14 Waldron	Introduced 8/31/2015	Assembly Print	State Highway Operation and Protection Program: local streets and roads: appropriation. Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	
ABX1 15 Patterson	Introduced 8/31/2015	Assembly Print	State Highway Operation and Protection Program: local streets and roads: appropriation. Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.	
ABX1 16 Patterson	Introduced 8/31/2015	Assembly Print	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county.	
ABX1 17 Achadjian	Introduced 8/31/2015	Assembly Print	Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	

ABX1 18 Linder	Introduced 8/31/2015	Assembly Print	Vehicle weight fees: transportation bond debt service. Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	
ABX1 19 Linder	Introduced 8/31/2015	Assembly Print	California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	
ABX1 20 Gaines, Beth	Introduced 8/31/2015	Assembly Print	State government: elimination of vacant positions: transportation: appropriation. Current law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other current laws.	
ABX1 21 Oberholte	Introduced 8/31/2015	Assembly Print	Environmental quality: highway projects. Would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	
ABX1 22 Patterson	Introduced 9/1/2015	Assembly Print	Design-build: highways. Would authorize the Department of Transportation to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system.	
ABX1 23 Garcia, Eduardo	Introduced 9/4/2015	Assembly Print	Transportation. Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	
ABX1 24 Levine	Introduced 9/11/2015	Assembly Print	Bay Area Transportation Commission: election of commissioners. Would, effective January 1, 2017, redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017.	
ABX1 25 Allen, Travis	Introduced 1/11/2016	Assembly Print	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	

ABX1 26 Frazier	Amended 8/30/2016	Assembly Transportation	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.	
ACA 4 Frazier	Amended 8/17/2015	Assembly Dead	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 Dead	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 Dead	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 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	Chaptered 9/8/2016	Senate Chaptered	California Global Warming Solutions Act of 2006: emissions limit. Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill contains other related provisions.	
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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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	Chaptered 6/9/2016	Senate Chaptered	Campaign finance: voter instruction. Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more amendments to the United States Constitution, to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.	
SB 317 De León	Amended 5/5/2015	Senate Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Wolk	Chaptered 9/22/2016	Senate Chaptered	California Public Records Act: exemptions. The California Public Records Act requires that public records be open to inspection at all times during the office hours of a public agency, defined as any state or local agency, and that every person has a right to inspect any public record, except as specifically provided. The act further requires that a reasonably segregable portion of a public record be available for inspection by any person requesting the public record after deletion of the portions that are exempted by law. this bill would exempt from disclosure any identification number, alphanumeric character, or other unique identifying code used by a public agency to identify a vendor or contractor, or an affiliate of a vendor or contractor, unless the identification number, alphanumeric character, or other unique identifying code is used in a public bidding or an audit involving the public agency.	
SB 471 Pavley	Amended 8/17/2015	Assembly Dead	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 Dead	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 Dead	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 578 Block	Amended 4/13/2015	Senate Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 Dead	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 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	Chaptered 9/28/2016	Senate Chaptered	Vehicles: registration fraud. Would, until January 1, 2021, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Support
SB 817 Roth	Vetoed 9/23/2016	Senate Vetoed	Local government finance: property tax revenue allocations: vehicle license fee adjustments. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, current law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Current law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would modify these reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2016-17 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	
SB 824 Beall	Chaptered 9/22/2016	Senate Chaptered	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds.	Support & Seek Amendment

<u>SB 838</u> Committee on Budget and Fiscal Review	Chaptered 9/13/2016	Senate Chaptered	Transportation. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund.	
<u>SB 868</u> <u>Jackson</u>	Amended 5/31/2016	Assembly Dead	State Remote Piloted Aircraft Act. Would enact the State Remote Piloted Aircraft Act. The bill would establish conditions for operating remote piloted aircraft, including maintaining liability insurance or proof of financial responsibility. The bill would authorize the Department of Transportation to adopt rules and regulations governing the conditions under which remote piloted aircraft may be operated for the purpose of protecting and ensuring the general public interest and safety and the safety of persons operating remote piloted aircraft.	
<u>SB 881</u> <u>Hertzberg</u>	Chaptered 9/28/2016	Senate Chaptered	Vehicles: violations: payment of fines and bail. Current law requires a county to establish an amnesty program for unpaid fines and bail initially due on or before January 1, 2013, for Vehicle Code infractions to be conducted in accordance with guidelines adopted by the Judicial Council. Current law requires the program to accept payments from October 1, 2015, to March 31, 2017, inclusive. This bill would require the court to issue and file the certificate with the department within 90 days. For applications submitted prior to January 1, 2017, the bill would require the court to issue and file the certificate no later than March 31, 2017.	
<u>SB 882</u> <u>Hertzberg</u>	Chaptered 8/22/2016	Senate Chaptered	Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.	
<u>SB 885</u> <u>Wolk</u>	Amended 6/16/2016	Assembly Dead	Contracts: design professionals: indemnity. Would specify, with certain exceptions, for contracts and amendments to them entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. The bill would prohibit these provisions from being construed to affect any duty of a design professional to defend any claims brought against him or her on an ongoing basis during their pendency or the design professional's obligation to reimburse reasonable defense costs incurred by other persons or entities, limited to the design professional's degree of fault, as determined by a court, arbitration, or negotiated settlement.	Oppose
<u>SB 895</u> <u>Bates</u>	Introduced 1/21/2016	Senate Dead	Land use: housing element. Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would make technical, nonsubstantive changes to that law.	

SB 901 Bates	Introduced 1/21/2016	Senate Dead	Transportation projects: Advanced Mitigation Program. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	
SB 902 Cannella	Introduced 1/21/2016	Senate Dead	Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter.	
SB 903 Nguyen	Introduced 1/21/2016	Senate Dead	Transportation funds: loan repayment. Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	
SB 940 Vidak	Chaptered 8/22/2016	Senate Chaptered	High-Speed Rail Authority: eminent domain: right of first refusal. Under current law, if the High-Speed Rail Authority determines that real property or an interest therein acquired by the state for high-speed rail purposes is no longer necessary for specified purposes, the authority is authorized to sell or exchange the real property or interest therein at fair market value as specified. This bill would require the authority, if selling the real property or interest therein, to send notification by certified mail to the last known owner of the real property or interest therein at his or her last known address, advising him or her that the real property or interest therein will be offered for sale. The bill would require the authority to wait at least 30 days after the notification has been sent to sell the real property or interest therein.	
SB 944 Committee on Transportation and Housing	Chaptered 9/27/2016	Senate Chaptered	Housing omnibus. Current law imposes specified requirements on home improvement contracts and service and repair contracts. Current law makes it a misdemeanor for a person to engage in the business or act in the capacity of a contractor without a license and provides certain exemptions from that licensure requirement, including exemptions for owner-builders, as specified. This bill would provide an additional exemption for a nonprofit corporation providing assistance to an owner-builder who is participating in a mutual self-help housing program, as specified.	
SB 951 McGuire	Amended 4/26/2016	Senate Dead	Transportation: Golden State Patriot Passes Program. Would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements.	

SB 974 Committee on Governance and Finance	Chaptered 9/14/2016	Senate Chaptered	Local government: omnibus. The Professional Land Surveyors' Act, among other things, requires a county recorder to store and index records of survey, and to maintain both original maps and a printed set for public reference. That act specifically requires the county recorder to securely fasten a filed record of survey into a suitable book. This bill would also authorize a county recorder to store records of survey in any other manner that will ensure the maps are kept together. This bill contains other related provisions and other current laws.	
SB 975 Committee on Governance and Finance	Chaptered 7/1/2016	Senate Chaptered	Tax increment: property tax override rates. Current law authorizes an infrastructure financing plan or a community revitalization and investment plan to provide for the division of taxes levied upon taxable property, if any, between the affected taxing entities, as defined, and the district or authority. This bill, for the purpose of any law authorizing the division of taxes, would prohibit the division of revenues derived from a property tax rate approved by the voters pursuant to, specified provisions of the California Constitution and levied in addition to the general property tax rate limited by the California Constitution.	
SB 986 Hill	Amended 6/20/2016	Assembly Dead	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would make a violation of that requirement for a right turn, or a left turn from a one-way street onto a one-way street, punishable by a fine of \$35. The bill would make additional conforming changes.	
SB 998 Wieckowski	Chaptered 9/27/2016	Senate Chaptered	Vehicles: public transit bus lanes. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill contains other related provisions and other existing laws.	
SB 1000 Leyva	Chaptered 9/24/2016	Senate Chaptered	Land use: general plans: safety and environmental justice. The Planning and Zoning Law requires, after the initial revision of the safety element to address flooding, fires, and climate adaptation and resilience strategies, that for each subsequent revision the planning agency review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element. This bill would instead require a planning agency to review and revise the safety element to identify new information, as described above, only to address flooding and fires.	
SB 1029 Hertzberg	Chaptered 9/12/2016	Senate Chaptered	California Debt and Investment Advisory Commission: accountability reports. Current law requires the California Debt and Investment Advisory Commission to collect, maintain, and provide comprehensive information on all state and all local debt authorization and issuance and to serve as a statistical clearinghouse for all state and local debt issuance. This bill would additionally require the commission to track and report on all state and local outstanding debt until fully repaid or redeemed. This bill contains other related provisions and other existing laws.	

SB 1030 McGuire	Chaptered 8/19/2016	Senate Chaptered	Sonoma County Regional Climate Protection Authority. Current law authorizes the Sonoma County Regional Climate Protection Authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.	Support
SB 1046 Hill	Chaptered 9/28/2016	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 July 1, 2017, 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 of driving 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. Under current law, the amount of time the ignition interlock device is required to be installed is based upon the number of prior convictions suffered by the individual, as prescribed. This bill would extend the pilot program in those counties until January 1, 2019.	
SB 1051 Hancock	Chaptered 9/21/2016	Senate Chaptered	Vehicles: parking enforcement: video image evidence. Would extend specified provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic lanes through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce parking violations occurring in transit-only traffic lanes on January 1, 2022. This bill contains other related provisions and other existing laws.	
SB 1053 Leno	Amended 4/4/2016	Senate Dead	Housing discrimination: applications. Current law generally prohibits housing discrimination with respect to various personal characteristics including source of income. Existing law defines "source of income" for these purposes as lawful, verifiable income paid directly to a tenant or paid to a representative of a tenant, which does not include a landlord. This bill would amend the definition of "source of income" to also include specified federal, state, or local housing assistance or subsidies paid either to the tenant or directly to the landlord on behalf of the tenant.	Support
SB 1066 Beall	Amended 6/29/2016	Assembly Dead	Highway safety. Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	
SB 1069 Wieckowski	Chaptered 9/27/2016	Senate Chaptered	Land use: zoning. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply. This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law.	Support & Seek Amendment

SB 1128 Glazer	Chaptered 9/22/2016	Senate Chaptered	Commute benefit policies. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.	Support
SB 1141 Moorlach	Amended 4/5/2016	Senate Dead	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, may be selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.	
SB 1197 Cannella	Introduced 2/18/2016	Senate Dead	Intercity rail corridors: extensions. Current law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.	
SB 1208 Bates	Introduced 2/18/2016	Senate Dead	California Transportation Commission. Current law creates the California Transportation Commission, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a nonsubstantive change to this provision.	
SB 1223 Huff	Amended 4/21/2016	Senate Dead	Driver's licenses: provisional licenses. Current law, the Brady-Jared Teen Driver Safety Act of 1997, establishes a provisional licensing program and generally requires that a driver's license issued to a person at least 16 years of age but under 18 years of age be issued pursuant to that provisional licensing program. This bill would expand the scope of the provisional licensing program by extending the applicable age range for the program from 16 to under 18 years of age to 16 to under 21 years of age. By expanding the scope of the provisional licensing program, the violation of which constitutes an infraction, the bill would impose a state-mandated local program.	
SB 1231 Hueso	Introduced 2/18/2016	Senate Dead	Charter-party carriers of passengers: consumer protection. Would declare the intent of the Legislature to enact legislation that would address consumer protection with respect to charter-party carriers of passengers.	

SB 1259 Runner	Amended 4/21/2016	Assembly Dead	Vehicles: toll payment: veterans. Would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Oppose
SB 1277 Hancock	Amended 4/4/2016	Assembly Dead	California Environmental Quality Act: supplemental environmental impact report: City of Oakland: coal shipment. Would require a public agency, with discretionary approval over a project necessary for, and directly related to, the use of a certain port facility in the City of Oakland for the shipment of coal, to prepare or cause to be prepared a supplemental EIR to consider and mitigate the environmental impacts of coal shipment through the facility. This bill contains other related provisions and other existing laws.	
SB 1279 Hancock	Chaptered 8/26/2016	Senate Chaptered	California Transportation Commission: funding prohibition: coal shipment. Current law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. This bill would, except as specified, prohibit the commission from programming or allocating any state funds for new bulk coal terminal projects, as defined. The bill would require terminal project grantees to annually report to the commission that the project is not being used to handle, store, or transport coal in bulk.	
SB 1301 Hertzberg	Amended 4/7/2016	Senate Dead	Natural gas: greenhouse gas allowance: allocation. Would authorize the Public Utilities Commission to require up to 25% of revenues received by a gas corporation as a result of the auction of greenhouse gas allowances to be used for clean energy and energy efficiency projects or programs approved by the commission, as specified. The bill would require the commission to require each gas corporation to annually report and post on its Internet Web site all expenditures of these revenues and the quantified reductions in greenhouse gases from projects or programs funded under these provisions.	
SB 1311 Glazer	Chaptered 9/30/2016	Senate Chaptered	Vehicles: confidential home address. Current law provides that the home address of the surviving spouse or child of a peace officer, as specified, shall be withheld from public inspection for 3 years following the death of the peace officer. This bill would require the Department of Motor Vehicles to discontinue holding a home address confidential, pursuant to the above provisions, for a child or spouse of specified persons if the child or spouse is convicted of a felony in this state or is convicted of an offense in another jurisdiction that, if committed in California, would be a felony.	
SB 1320 Runner	Introduced 2/19/2016	Senate Dead	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.	
SB 1338 Lara	Amended 5/4/2016	Assembly Dead	Sales and use taxes: exemption: zero-emission and near-zero-emission equipment. Would exempt from sales and use taxes, on and after January 1, 2017, and before January 1, 2030, the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased by a qualified person, as defined, for use primarily in, at, or on a marine terminal or qualified tangible personal property used primarily to maintain, repair, or test the specified-described equipment, as provided. The bill would require the purchaser to furnish the retailer with an exemption certificate, as specified. This bill contains other related provisions and other existing laws.	

SB 1373 Stone	Amended 3/31/2016	Senate Dead	CalWORKs: welfare-to-work: supportive services. Current law requires that necessary supportive services be available to participants in welfare-to-work activities, including transportation costs and ancillary expenses, which include the cost of books, as provided in the welfare-to-work plan entered into between the county and the participant. This bill would require that a standard allowance for transportation costs be advanced to a participant at the beginning of each month in the amount of \$100 per month.	
SB 1386 Wolk	Chaptered 9/23/2016	Senate Chaptered	Resource conservation: working and natural lands. Would declare it to be the policy of the state that the protection and management of natural and working lands, as defined, is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.	
SB 1393 De León	Chaptered 9/26/2016	Senate Chaptered	Energy efficiency and pollution reduction. Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to compile and adopt an integrated energy policy report every 2 years and requires the report to include an overview of major energy trends and issues facing the state. As part of the 2019 edition of the report, current law requires the Energy Commission to evaluate the actual energy efficiency savings from negative therm interactive effects generated as a result of electricity efficiency improvements. This bill would additionally require the Energy Commission to include that evaluation in each report adopted after 2019.	
SB 1397 Huff	Amended 5/31/2016	Senate Dead	Highway safety and information program. Would enact the Highway Safety and Information Act. The bill would authorize the Department of Transportation, subject to federal approval, to enter into an agreement pursuant to a best value competitive procurement process for a project with an entity to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system that would include a demonstration phase of the project as a condition precedent to the full implementation of the agreement, as specified.	
SB 1399 Hueso	Chaptered 8/19/2016	Senate Chaptered	Department of Motor Vehicles: license plate alternatives pilot program. Current law authorizes the Department of Motor Vehicles to establish a pilot program, to be completed no later than January 1, 2017, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards, subject to certain requirements, and to report the results of the pilot program, as specified, to the Legislature no later than July 1, 2018. This bill would instead require the department to complete any pilot program established pursuant to those provisions no later than January 1, 2019, and to report the results of the pilot program to the Legislature by July 1, 2020.	
SB 1402 Pavley	Amended 3/28/2016	Senate Dead	Low-carbon fuels. Would create the California Low-Carbon Fuels Incentive Program to be administered by the state board and the State Energy Resources Conservation and Development Commission, and would authorize moneys in the fund appropriated to the program to be used to provide incentives for the in-state production of low-carbon transportation fuels from new and existing facilities using sustainable feedstock, with priority to be given to projects benefitting disadvantaged communities.	

SB 1403 Glazer	Introduced 2/19/2016	Senate Dead	Housing bonds. Current law, the Housing and Emergency Shelter Trust Fund Act of 2006, authorizes the issuance of bonds to finance various housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, housing-related parks, and transit-oriented development programs. This bill would state the intent of the Legislature to enact legislation that would authorize the issuance of bonds to finance the development of affordable housing.	
SB 1405 Pavley	Amended 4/13/2016	Senate Dead	Zero-emission vehicles: transportation systems. Would require the State Air Resources Board , by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws.	
SB 1430 Pavley	Introduced 2/19/2016	Senate Dead	Vehicular air pollution: greenhouse gas emissions. Would state the intent of the Legislature to enact legislation that would direct the State Air Resources Board to reassert its authority to regulate tail pipe emissions if the upcoming federal midterm review process on fuel economy and greenhouse gas emissions standards results in a weakening of the proposed standards.	
SB 1443 Galgiani	Amended 4/26/2016	Senate Dead	Incarcerated persons: health records. Would authorize the disclosure of information between a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to ensure the continuity of health care of an inmate being transferred between those facilities. This bill contains other related provisions and other existing laws.	
SB 1464 De León	Chaptered 9/26/2016	Senate Chaptered	California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs.	
SBX1 1 Beall	Amended 8/29/2016	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. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.	Support
SBX1 2 Huff	Introduced 6/30/2015	Senate T. & I.D.	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	

SBX1 3 Vidak	Amended 8/17/2015	Senate Dead	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 Dead	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.	Support
SBX1 8 Hill	Introduced 7/16/2015	Senate Appropriations	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Support

<u>SBX1 9</u> <u>Moorlach</u>	Introduced 7/16/2015	Senate Dead	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.	
<u>SBX1 10</u> <u>Bates</u>	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.	
<u>SBX1 11</u> <u>Berryhill</u>	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	
<u>SBX1 12</u> <u>Runner</u>	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.	
<u>SBX1 13</u> <u>Vidak</u>	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.	
<u>SBX1 14</u> <u>Cannella</u>	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.	Support

SCA 7 Huff	Amended 5/28/2015	Senate Dead	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

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

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

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

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

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

<u>H.R. 5105</u> Delaney	WMATA Governance Reform Act	Introduced 4/28/2016	House	Provides that Congress shall not approve an amendment to the Washington Metropolitan Area Transit Authority's interstate compact unless the signatories certify that they will appoint a majority of board members who have certified expertise in certain areas.	
<u>H.R. 5325</u> Graves	<i>Continuing Appropriation</i>	<i>Enacted 9/29/2016</i>	<i>Public Law 114- 223</i>	<i>Extends appropriations for various agencies, including the U.S. Department of Transportation through December 9, 2016.</i>	
<u>H.R. 5647</u> Meadows	<i>Transportation Fringe Benefits: Broaden to Transportation Network Companies & Bike Share</i>	<i>Introduced 7/6/2016</i>	<i>House Oversight and Government Reform Committee</i>	<i>Provides that expenditures for ride-sharing services provided by transportation network companies and bike sharing services are an allowable transportation fringe benefit for the period of time that the Washington Metropolitan Area Transit Authority (WMATA) is conducting closures to make key repairs to the system, known as SafeTrack. Limits provisions to public employees traveling between a residence and employment in the Washington Metropolitan Area. Provides that such benefit would be exclusive and could not be claimed in conjunction with a transit or parking benefit.</i>	
<u>H.R. 6102</u> Cardenas	<i>Less Traffic with Smart Stop Light Act</i>	<i>Introduced 9/21/2016</i>	<i>House Transportation & Infrastructure Committee</i>	<i>Requires the Secretary of the U.S. Department of Transportation to develop a Smart Technology Traffic Signals Grant Program to improve the functioning of traffic signals in order to reduce congestion, improve safety, reduce fuel consumption and reduce air pollution.</i>	
<u>H.R. 6181</u> Velazquez	<i>Increase Transportation Alternatives Investment Program</i>	<i>Introduced 9/27/2016</i>	<i>House Transportation & Infrastructure Committee</i>	<i>Requires states to give priority in the distribution of Surface Transportation Block Grant Program funds (STP) to projects located in areas undergoing extensive repair or reconstruction of federal-aid highways, passenger rail and other public transportation for purpose of providing transportation alternatives. Requires the Secretary of the U.S. Department of Transportation to develop a grant program to support transportation alternatives. Eligible recipients would be limited to state and local governments, metropolitan planning organizations and rural planning organizations. Eligible projects would include transportation</i>	

				<i>demand management programs, carpool or telecommuting projects and planning and implementation of projects to expand bicycle and pedestrian access.</i>	
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S. 206 Ayotte	Local Transportation Infrastructure Act	Introduced 1/21/2015	Senate Commerce, Science, and Transportation Committee	Revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.	
S. 268 Sanders	Rebuild America Act	Introduced 1/27/2015	Senate Banking, Housing and Urban Affairs Committee	Establishes a National Infrastructure Bank for transportation, water infrastructure and national parks. Appropriates \$75 billion/year to the Highway Trust Fund per year for FY 2015-2022. Appropriates \$15 billion/year to the DOT Secretary for grants for Amtrak and high-speed rail. Appropriates \$2 billion/year for TIFIA credit assistance program for FY 2015-2019. Appropriates \$5 billion/year for the TIGER discretionary grant program and \$3.5 billion/year for the NextGen Air Transportation System.	
S. 280 Portman	Federal Permitting Improvement Act	Introduced 1/28/2015	Senate (reported by committee)	Establishes the Federal Permitting Improvement Council to improve the efficiency, management, and interagency coordination of the Federal permitting process through reforms overseen by the Director of the Office of Management and Budget, and for other purposes. [Note: This legislation was incorporated into H.R. 22, the FAST Act.]	
S. 762 Wicker	Innovations in Surface Transportation Act	Introduced 3/17/2015	Senate Environment and Public Works	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make	

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

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

Legislative Calendar 2016

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1908 **Version:** 1 **Name:**
Type: Action Item **Status:** Commission Approval
File created: 9/7/2016 **In control:** Legislation Committee
On agenda: 10/14/2016 **Final action:**
Title: MTC Resolution No. 3931, Revised - Policy Advisory Council Appointments
Appointments to Policy Advisory Council.

Sponsors:

Indexes:

Code sections:

Attachments: [2c_MTC Resolution No. 3931 Revised](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 3931, Revised - Policy Advisory Council Appointments

Appointments to Policy Advisory Council.

Presenter:

Pam Grove

Recommended Action:

Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2c
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: October 7, 2016

FR: Executive Director

W. I. 1114

RE: MTC Resolution No. 3931, Revised — Policy Advisory Council Appointments

Since August 2016, staff has been recruiting to fill several vacancies on the Policy Advisory Council: two at-large seats in economy and environment, and two seats from Napa County.

MTC Resolution No. 3931, Revised (attached) — the resolution that created the Policy Advisory Council — states that appointments for all at-large advisors will be recommended by the Commission's chair and vice chair. In addition, the equity appointments are recommended by the county commissioners.

Staff received 25 applications, many of which were from highly qualified candidates. In consultation with the appointing Commissioners, staff is recommending the reappointment of two existing Council members to new categories, leaving three at-large vacancies to be filled by the recent applicants. Only one applicant resided in Napa County. Because of this and due to the large list of qualified candidates in the at-large categories, staff recommended reappointing already seated Council member Cathleen Baker to the Napa County low-income vacancy. Ms. Baker was formerly appointed to represent low-income interests in San Mateo County, but was reappointed to the environment category when she moved to Napa County. She is well qualified in either category, but has a wealth of knowledge regarding low-income, environmental health and equity issues, and has already begun to focus on housing and equity issues in Napa County where she now resides. As the appointing commissioner for Napa County, Mark Luce has agreed to her appointment in the low-income category, which opens up Ms. Baker's environment seat to be filled from the current applicant pool. Additionally, Commissioner Luce suggested Sudhir Chaudhary, the only Napa County applicant, be considered for the senior vacancy. Both Napa county seats are being recommended by Commissioner Luce.

The list of qualified applicants for three remaining at-large vacancies has been reviewed by staff and the appointing commissioners. Based on the applications received, the Commission chair and vice chair and the Napa County commissioner are recommending the following candidates for your approval.

Recommended Appointments

Napa County, Equity / Low-Income

Cathleen Baker is already a member of the Policy Advisory Council. The recommendation is to move her appointment to the Napa County low-income seat.

Napa County, Equity / Senior

Sudhir Chaudhary has lived in Napa for the past 37 years and is a professional land surveyor. His family owned business provides civil engineering, land surveying and construction management, and he has worked with various transportation agencies including Caltrans and BART. He looks forward to sharing the transportation needs of the Napa County senior community at the regional level.

At-Large, Economy

Jonathan Fearn's background in real estate development and city planning make him an excellent advisory candidate in the economy category. During this time when the Bay Area is focused on its housing crisis, his expertise will be a welcome addition to the Council.

At-Large, Environment

Sydney Fang is a staff member of the Asian Pacific Environmental Network (APEN), an organization that is a statewide leader in advancing and implementing equitable climate policies, as well as developing Asian American leadership to secure their healthy living environment. As a public health major and public policy minor at U.C. Berkeley, her focus has remained on environmental health issues and working to change policies that negatively impact health.

At-Large, Environment

Anna Lee is employed by the Alameda County Public Health Department as a policy coordinator and will bring an important health perspective to the environment seat. With a background in biology, she previously worked as a researcher/scientist at Communities for a Better Environment and has served on the Air District's CARE Advisory Committee.

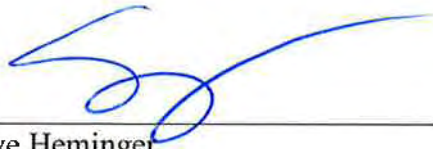
All appointments would become effective upon Commission approval (October 26, 2016) and the appointees would serve through the term ending in July 2017.

Policy Advisory Council Chair and Vice Chair

Additionally, the Council has requested that Resolution 3931 be revised to allow the Council chair and vice-chair to be elected for two-year terms, as opposed to one-year terms as it now states. Staff concurs with this recommendation.

Recommendation

Staff requests the Legislation Committee recommend two-year terms for the Council chair and vice chair, and the appointment of Jonathan Fearn, Sydney Fang, and Anna Lee in the at-large categories; Sudhir Chaudhary in the Napa County senior category; and the reappointment of Cathleen Baker in the Napa County low-income category; and referral of Resolution 3931, Revised, to the Commission for approval.



Steve Heminger

Attachment:

- Attachment 1: Resolution 3931, Revised

Date:	November 18, 2009	
W.I.:	1114	
Referred by:	Legislation	
Revised:	03/24/10-C	02/23/11-C
	02/22/12-C	07/25/12-C
	03/27/13-C	07/24/13-C
	07/23/14-C	11/19/14-C
	03/25/15-C	09/23/15-C
	10/26/16-C	

ABSTRACT

Resolution No. 3931, Revised

This resolution defines the role and responsibilities of the Commission's Policy Advisory Council.

This resolution supersedes Resolution No. 3516. Further discussion of this action is contained in the Executive Director's memorandum dated November 6, 2009. This resolution includes:

- Attachment A, which outlines the mission statement, roles, expectations, procedures, appointment process and membership criteria for the Council;

This resolution was revised on March 24, 2010, to include:

- Attachment B, a table listing the currently appointed advisors and their term.

This resolution was revised on February 23, 2011, to include revisions to Attachment B and:

- Attachment C, a table showing which advisors have been replaced and their replacements.

This resolution was revised on February 22, 2012 to extend the terms of the advisors identified in Attachment B through July 2013.

This resolution was revised on July 25, 2012, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 27, 2013, to add Conflict of Interest and Ethics Training policies to Attachment A.

This resolution was revised on July 24, 2013, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 23, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 19, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 25, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on September 23, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2016, to include revisions to Attachment A, Attachment B and Attachment C.

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on November 18, 2009

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation
Revised: 03/27/13-C 10/26/16-C

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a

minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised, Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of three meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b)

noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010
W.I.: 1114
Referred by: Legislation
Revised: 02/23/11-C 02/22/12-C 07/25/12-C
07/24/13-C 07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C 10/26/16-C

Attachment B
Resolution No. 3931
Page 1 of 1

**Metropolitan Transportation Commission
Policy Advisory Council
Term: September 2013 – July 2017**

Advisor Name	Representing	County	Appointing Commissioner(s)
Naomi Armenta	Disabled	Alameda	Commissioners Bates, Haggerty and Quan
Cathleen Baker	Low-Income/Environmental Justice	Napa	Commissioner Luce
Caroline Banuelos	Low-Income/Environmental Justice	Sonoma	Commissioner Mackenzie
Jim E. Blacksten	Disabled	San Francisco	Commissioners Campos and Wiener
Richard Burnett	Minority	Solano	Commissioner Spering
Carlos Castellanos	Low-Income/Environmental Justice	Alameda	Commissioners Bates, Haggerty and Quan
Sudhir Chaudhary	Senior	Napa	Commissioner Luce
Elizabeth A. Clary	Disabled	Sonoma	Commissioner Mackenzie
Wilbert Din	Minority	San Francisco	Commissioners Campos and Wiener
Sydney Fang	Environment	Alameda	Chair Cortese, Vice Chair Mackenzie
Jonathan Fearn	Economy	Alameda	Chair Cortese, Vice Chair Mackenzie
Veda Florez	Minority	Marin	Commissioner Kinsey
Bob Glover	Economy	Contra Costa	Chair Rein Worth, Vice Chair Cortese
Rich Hedges	Senior	San Mateo	Commissioners Aguirre and Tissier
Michelle R. Hernandez	Disabled	Contra Costa	Commissioners Glover and Rein Worth
Charles Kaufman	Senior	Marin	Commissioner Kinsey
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Commissioners Cortese, Liccardo and Pirzynski
Scott Lane	Environment	Santa Clara	Chair Cortese, Vice Chair Mackenzie
Anna Lee	Environment	Santa Clara	Chair Cortese, Vice Chair Mackenzie
Jerry Levine	Environment	San Francisco	Chair Cortese, Vice Chair Mackenzie
Shireen Malekafzali	Low-Income/Environmental Justice	San Mateo	Commissioners Aguirre and Tissier
Cynthia Murray	Economy	Sonoma	Chair Rein Worth, Vice Chair Cortese
Mark Nicholson	Minority	Contra Costa	Commissioners Glover and Rein Worth
Mike Pechner	Senior	Solano	Commissioner Spering
Benjamin Schweng	Environment	Alameda	Chair Rein Worth, Vice Chair Cortese
Alan R. Talansky	Economy	San Mateo	Chair Rein Worth, Vice Chair Cortese
Harriet Wolf	Senior	Santa Clara	Commissioners Cortese, Liccardo and Pirzynski

Date: February 23, 2011
W.I.: 1114
Referred by: Legislation
Revised: 07/25/12-C 07/24/13-C
07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C
10/26/16-C

Attachment C
Resolution No. 3931
Page 1 of 2

**Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements**

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O'Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	15-1910	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/7/2016	In control:		Legislation Committee	
On agenda:	10/14/2016	Final action:			
Title:	Tom Bulger's Report				

Verbal report from MTC's advocate in Washington D.C.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Verbal report from MTC's advocate in Washington D.C.

Presenter:

Thomas J. Bulger, Government Relations, Inc.

Recommended Action:

Information

Attachments



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1909 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/7/2016 **In control:** Legislation Committee
On agenda: 10/14/2016 **Final action:**
Title: 2016 Legislative Scorecard

Summary of outcomes on MTC priority bills and MTC 2016 Advocacy Program.

Sponsors:

Indexes:

Code sections:

Attachments: [4a 2016 Legislative Scorecard](#)

Date	Ver.	Action By	Action	Result
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Subject:

2016 Legislative Scorecard

Summary of outcomes on MTC priority bills and MTC 2016 Advocacy Program.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: October 7, 2016

FR: Executive Director

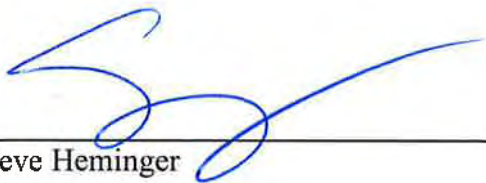
W. I. 1131

RE: 2016 Legislative Scorecard

There were a number of notable legislative victories in 2016, along with several disappointments. As noted last month, there is still the possibility that action on a transportation funding package may occur in November if the special session is reconvened.

Attached are two documents that summarize the legislative outcomes, collectively constituting a legislative scorecard:

- Attachment 1 compares the goals set forth in our 2016 Advocacy Program with what actually occurred in Sacramento and Washington, D.C.
- Attachment 2 summarizes the outcome of the state bills on which MTC took a position this year.



Steve Heminger

SH:rl

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Bay Area Metro Center 375
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Web site: www.mtc.ca.gov



**METROPOLITAN
TRANSPORTATION
COMMISSION**

2016 LEGISLATIVE SCORECARD

STATE		
Issue	Goal	Outcome
1. Transportation Funding	A. Secure new sources of statewide transportation funding	Senator Beall and Assembly Member Frazier proposed a joint funding package in August — SB x1-1 and AB x1-26, which MTC supports. Whether or not it can be enacted before the end of the special session remains to be seen.
	B. Raise the sales tax cap for local option transportation sales taxes	No statewide legislation introduced on this subject in 2016.
	C. Authorize New Regional Bridge Toll Measure	Action on this was postponed until 2017.
	D. FY 2015-16 State Budget – advocate for a budget that gives top priority to state of good repair and system operations	The Legislature took a “business as usual” approach to transportation funding in the state budget.
	E. Increase Transportation’s Share of Cap & Trade Funding and Revise Definition of Disadvantaged Community	Other than a one-time appropriation of cap and trade funds, including \$10 million for Active Transportation and \$135 million for the Transit & Intercity Rail Capital Program, the Legislature took no action on distributing a greater percentage of cap and trade funds for transportation. There remains a possibility that this could be addressed in SB x1-1/AB x1-26 as both bills would double the TIRCP and the Low Carbon Transit Operations Program’s share of funds. Passage of AB 1550 (Gomez) and AB 2722 (Burke) and the failure of AB 2292 (Gordon) were a setback in our efforts to the region back this year with respect to improving the definition of disadvantaged communities.

Issue	Goal	Outcome
	F. Authorize MTC to issue bonds backed by federal transit formula funds	MTC determined state legislation was not necessary to pursue this strategy for expediting the delivery of key federally-funded regional transit projects.
2. Senate Bill 375/ Plan Bay Area Implementation	A. Extend Regional Commuter Benefit Program	SB 1128 (Glazer) was signed by the Governor, authorizing the program on a permanent basis.
	B. Improve Roadway Safety for All Users Bike and Pedestrian Safety	No significant safety-related legislation was enacted in 2016.
3. Reduce barriers to construction of new housing	Increase state and/or regional funding to support affordable housing	While 2016 was a disappointment with respect to a major infusion of new state funding for affordable housing, there were some notable victories, including SB 1069 (Wieckowski), making it easier for homeowners to develop accessory dwelling units as a way to increase housing supply, AB 2031 (Bonta), allowing issuance of bonds based on former redevelopment funds under certain conditions and AB 1618, the “No Place Like Home” Act, authorizing revenue bonds to be issued backed by Proposition 63 (2004) income tax revenue from the Mental Health Services Fund to provide supportive housing. In addition, Alameda County, Santa Clara County and San Francisco Counties and the cities of Berkeley and Oakland each have sizeable affordable housing measures on the ballot this November; MTC has endorsed them all.
4. Project Delivery	Speed up the design and construction of transportation projects	No progress.
5. Bridge Toll Evasion	Require temporary license plates at the point of sale on new and used cars	AB 516 (Mullin) was enacted, establishing a new temporary license plate program applicable to new and used car dealers. The program will enable the region to significantly reduce revenue loss from toll violations and will go into effect statewide no later than January 1, 2019.

FEDERAL		
Issue	Goal	Outcome
1. Surface Transportation Authorization	A. Maintain structure of MAP 21 and restore financial stability for a multi-year surface transportation bill	Congress enacted the FAST Act on December 5, 2015, providing funding stability for the next five years and including a new federal freight program, as well as increased suballocation of Surface Transportation Program funds based on population. While the law stabilized funding for five years, primarily through a General Fund transfer, the Highway Trust Fund remains out of balance and will need to be addressed in the next reauthorization.
2. Federal Appropriations	A. Maximize federal transportation appropriations for MAP-21 programs	Enactment of the FAST Act provided modest funding increases for all core highway and transit formula programs but Congress has yet to approve a full appropriations bill for FY 2017. Instead, they have passed a continuing resolution allowing funding to continue until December 9, 2016.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ Plan Bay Area Projects	The FAST Act authorized \$2.3 billion per year for the Capital Investment Grant program for FY 2016-2020. As noted above, the appropriations process for FY 2017 is not yet complete, but President Obama recommended and the House and Senate Appropriations Committees have approved funding consistent with the Full Funding Grant Agreements for the San Francisco Third Street Light Rail/Central Subway project and the BART to Berryessa extension, the region's two major rail extension projects. In addition, based on action in the House and Senate Appropriations Committees, Caltrain appears poised to receive \$100 million in Core Capacity funding to fund electrification.
3. Increase Local/Regional Transportation Funding	Seek passage of the Marketplace Fairness Act in order to increase sales tax revenue available for transportation	Track and support any renewed efforts to enact the Marketplace Fairness Act (MFA), which seeks to apply state and local sales tax rates to e-commerce transactions. The MFA has the prospect of increasing funding for Bay Area transportation agencies as a result of increased revenue from county-based transportation sales taxes, the Transportation Development Act (TDA) funds — a key source of transit operating funding — and AB 1107, the permanent ½ cent sales tax for BART (applicable in Alameda, San Francisco and Contra Costa counties).

Issue	Goal	Outcome
4. Pre-Tax Transportation Fringe Benefits	Preserve mode-neutrality in pre-tax transportation benefits	In December 2015, after MTC adopted the 2016 Advocacy Program, Congress enacted legislation providing permanent parity across transit, parking and vanpool expenses for the amount that an employee may withhold from federal income taxes under the Transportation Fringe benefit program. The rate for 2016 is \$255/month, up for transit and vanpooling from \$130/month in 2015 but this amount will be adjusted each year according to the Consumer Price Index.

Outcome of MTC Priority Bills in 2015-16 State Legislative Session

Assembly Bills

Bill No./ Author	Summary	Position	Status
AB 4 (Linder)	Prohibits 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. Similar provisions were incorporated into SB x1-1 and AB x1-26, which are still active in the special session.	Support and Seek Amendment	Dead
AB 35 (Chiu)	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	Dead
AB 156 (McCarty)	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	Dead
AB 157 (Levine)	Authorized the lead agency for 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 to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act.	Support and Seek Amendment	Enacted
AB 194 (Frazier)	Authorized 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	Enacted
AB 464 (Mullin)	Raised the cap on local transactions and use taxes in a county from 2% to 3%.	Support	Vetoed

Bill No./ Author	Summary	Position	Status
AB 516 (Mullin)	Would require the DMV to develop an operational system, no later than January 1, 2019, that allows a dealer or lessor retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2018, authorize the DMV to assess specified administrative fees on parking and toll evasion processing agencies to support the administration of this system.	Support	Enacted
AB 744 (Chau)	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	Enacted
AB 828 (Low)	Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to for-hire passenger transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market among companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Support	Dead
AB 1265 (Perea)	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	Dead
AB 1360 (Ting)	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	Dead

Bill No./ Author	Summary	Position	Status
AB 1550 (Gomez)	Requires the Cap and Trade investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefitting individuals living in, disadvantaged communities as defined by CalEnviroScreen, 5% to projects that benefit low-income households located within a ½ mile boundary of a CalEnviroScreen census tract, and 5% to low income-communities located anywhere in the state.	Oppose Unless Amended	Enacted
AB 1569 (Steinorth)	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.	Support and Seek Amendment	Dead
AB 1591 (Frazier)	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Support	Dead
AB 1592 (Bonilla)	Authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.	Support	Enacted
AB 1746 (Stone)	Authorizes the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program by Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan Transit Authority, the Monterey-Salinas Transit District, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority, subject to the conditions and requirement by Caltrans and CHP.	Support	Dead
AB 1780 (Medina)	Would, beginning in the 2016-17 fiscal year, continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission for the Sustainable Trade Corridors Program, which the bill would establish, thereby making an appropriation.	Support	Dead
AB 1889 (Mullin)	Affirms the use of Proposition 1A (High Speed Rail bond) funds for Caltrain electrification, among other projects.	Support	Enacted
AB 1964 (Bloom)	Extends the operation of the provisions allowing specified Clean Air Vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. Similar provisions removing the cap on the number of green stickers were enacted in SB 838, a transportation budget trailer bill.	Oppose Unless Amended	Died

Bill No./ Author	Summary	Position	Status
AB 2014 (Melendez)	Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.	Support	Dead
AB 2170 (Frazier)	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.	Support	Vetoed
AB 2292 (Gordon)	Requires the Office of Environmental Health Hazard Assessment to update the CalEnviroScreen tool or by January 1, 2018, whichever is sooner, to include specified factors, using the best-available data, when identifying disadvantaged communities for investment opportunities related to the 3-year Cap and Trade Scoping Plan.	Support and Seek Amendment	Dead
AB 2332 (Garcia)	Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	Oppose Unless Amended	Dead
AB 2441 (Thurmond)	Would create the Workforce Housing Pilot Program, pursuant to which the Department of Housing and Community Development, subject to the appropriation of funds for that purpose, would award grant funding to eligible recipients, as defined, for the predevelopment costs, acquisition, construction, or rehabilitation of rental housing projects or units within rental housing projects that serve, and for providing down payment assistance to, persons and families of low or moderate income.	Support	Dead
AB 2502 (Mullin)	The Planning and Zoning Law authorizes the legislative body of any city, county, or city and county, to adopt ordinances regulating zoning within its jurisdiction, as specified. This bill would additionally authorize the legislative body of any city, county, or city and county to adopt ordinances to establish, as a condition of development, inclusionary housing requirements, as specified, and would declare the intent of the Legislature in adding this provision.	Support	Dead

Bill No./ Author	Summary	Position	Status
AB 2722 (Burke)	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities that have a demonstrated need for climate, economic, workforce, health, and environmental benefits.	Oppose Unless Amended	Enacted
AB 2783 (Garcia)	Current law requires the Strategic Growth Council to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill would require the Strategic Growth Council to revise the guidelines and selection criteria with respect to density requirements, as specified, and to include specified factors, including energy efficiency, in its greenhouse gas quantification methodology.	Oppose	Dead
ACA 4 (Frazier)	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, non-substantive changes.	Support	Dead

Senate Bills

Bill No./ Author	Summary	Position	Status
SB x1-1 (Beall)	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Support	Special Session – active
SB 16 (Beall)	Original funding bill introduced prior to SB x1-1.	Support and Seek Amendments	Dead

Bill No./ Author	Summary	Position	Status
SB 39 (Pavley)	Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Oppose	Enacted
SB 321 (Beall)	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	Dead
SB 344 (Monning)	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	Dead
SB 760 (Mendoza)	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	Dead
SB 824 (Beall)	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds.	Support and Seek Amendment	Enacted

Bill No./ Author	Summary	Position	Status
SB 1030 (McGuire)	Current law authorizes the Sonoma County Regional Climate Protection Authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.	Support	Enacted
SB 1053 (Leno)	Current law generally prohibits housing discrimination with respect to various personal characteristics including source of income. Existing law defines "source of income" for these purposes as lawful, verifiable income paid directly to a tenant or paid to a representative of a tenant, which does not include a landlord. This bill would amend the definition of "source of income" to also include specified federal, state, or local housing assistance or subsidies paid either to the tenant or directly to the landlord on behalf of the tenant.	Support	Dead
SB 1069 (Wieckowski)	The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply. This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law.	Support	Enacted
SB 1128 (Glazer)	Extends the Bay Area Commuter Benefit Program indefinitely, removing its 2017 sunset date.	Support	Enacted
SB 1259 (Runner)	Exempts vehicles occupied by a veteran and displaying a specialized veteran's license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Oppose	Dead

Final Tally

	Total	Died	Enacted	Vetoed
MTC Supported	31	18	10	2
MTC Opposed	8	6	3	--
Total	39	24	13	2



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1906 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/7/2016 **In control:** Legislation Committee
On agenda: 10/14/2016 **Final action:**
Title: Cap & Trade Update

Overview of legislative activity, funding allocations and proposed changes to CalEnviroScreen.

Sponsors:

Indexes:

Code sections:

Attachments: [4b Cap & Trade Update](#)

Date	Ver.	Action By	Action	Result
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Subject:

Cap & Trade Update

Overview of legislative activity, funding allocations and proposed changes to CalEnviroScreen.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4b
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: October 7, 2016

FR: Executive Director

W. I. 1131

RE: Cap & Trade Update

This memo provides an overview of how the Bay Area has performed on cap and trade funding since the program began and an update on recent legislative, administrative and budgetary developments affecting the program.

Cap and Trade Funding in the Bay Area

Since California's cap and trade program launched in 2013, the Bay Area has received \$254 million, or 30 percent, from the three transportation-related programs, as shown in Attachment 1. Relative to the Commission-adopted Cap and Trade Framework, the region is underperforming on Transit and Intercity Rail Capital Program (TIRCP) (25% of funding, compared to 33% goal), on target for the formula-based Low Carbon Transit Operations Program (LCTOP) (funding and goal at 37%), and on target for the Affordable Housing & Sustainable Communities Program (AHSC) (37% of funding, compared to 40% goal, pending approval of round 2). Details by program are also included in Attachment 1. As noted later in this memo, it is an open question whether we can maintain this level of performance in light of continuing legislative changes to the definition of "disadvantaged community" and continued reliance on the CalEnviroScreen tool.

Legislature Appropriates \$900 Million in Cap and Trade Funds

In late August, the Legislature adopted AB 1613, a budget trailer bill appropriating \$900 million in cap and trade funds from prior auctions. The funds were distributed to a variety of programs, including programs focused on energy conservation, forestry, agriculture and waste reduction, but the majority of funds (\$508 million) were targeted at reducing transportation-related emissions, as shown in Table 1 on the next page. In addition to funding appropriated by AB 1613, state law requires that 60 percent of cap and trade funds generated each year be appropriated to four transportation-related programs, as follows:

- 25% to High Speed Rail
- 20% to the AHSC
- 10% to the TIRCP
- 5% to the LCTOP

Final funding levels for FY 2016-17 are unknown since cap and trade funds are generated at quarterly auctions, but funds have been on a downward trend. Legal uncertainty facing the overall cap and trade program has resulted in much lower auction revenue in the last two auctions. Auction proceeds rose and then fluctuated between \$71 million and \$138 million per quarter through 2013 and 2014. Starting in 2015, the Air Resources Board made significantly more allowances available, starting a streak of five auctions that raised between \$517 million and \$657 million. This trend ended at the May 2016 auction, which raised only \$10 million; August auction proceeds were similarly low.

Table 1: AB 1613 Funding for Transportation Emission Reduction

TIRCP	\$135 million
Active Transportation Program	\$10 million
Clean Vehicle Rebate Project	\$133 million
Enhanced Fleet Modernization Program	\$80 million
Heavy Duty Vehicles & Off-Road Equipment	\$150 million
Total	\$508 million

As a partial response to the legal uncertainty facing the program, the Legislature enacted SB 32 (Pavley) in late August, extending the state’s greenhouse gas reduction target — originally established in AB 32 (Pavley, 2006) from 2020 to 2030, thereby extending the cap and trade program by 10 years. Nonetheless, a lawsuit alleging the program is an illegal tax still awaits final action in the Court of Appeals. Until this legal cloud is removed, most observers expect auction revenue to remain depressed.

Transformative Climate Communities Program

In addition to the \$508 million awarded to transportation-related programs referenced earlier, AB 1613 appropriated \$140 million for a new Transformative Climate Communities Program (TCCP), established by AB 2722 (Burke, 2016). The TCCP, to be administered by the Strategic Growth Council (SGC), funds “neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits.” AB 2722 limits eligibility to areas identified as disadvantaged communities (DACs) based on the state’s CalEnviroScreen (CES) tool and for this reason, MTC opposed the bill. Unfortunately, AB 2722 was enacted and signed by the Governor as part of a series of cap and trade related bills that were negotiated as a package.

The SGC recently announced a Notice of Proposed Rulemaking to guide allocation of TCCP funds. SGC proposes to award the funds in phases, with funds from the first phase to be distributed 50 percent to the City of Fresno, 25 percent to the City of Los Angeles, and the remainder to an undetermined third location. In supporting documents to the draft rule, the SGC noted that the City of Fresno and Los Angeles have the highest number of census tracts scoring in the top 5 percent of CES, i.e. worst 5 percent statewide. This threshold eliminates all but one Bay Area census tract (located in east Oakland) from qualifying for TCCP funds. Notably, the draft rule does not indicate how much funding would be dispersed in the first phase.

MTC staff finds the proposal to be inconsistent with the language of AB 2722. The law does limit the program to plans and projects that benefit disadvantaged communities and authorizes SGC to give priority to areas that have a high proportion of DACs and focus on communities that are the most disadvantaged. However, limiting the first round of funding to just three jurisdictions and setting a threshold that excludes almost the entire Bay Area is a major overreach. MTC staff intends to submit a comment letter criticizing this flawed approach and to engage the Bay Area state legislative delegation as well. Comments are due by November 7.

AB 1550 (Gomez) Narrows Disadvantaged Community Target Geography

Another cap and trade bill enacted at the end of session was AB 1550 (Gomez), which requires that 25 percent of cap and trade funds be spent on projects located within DACs (rather than “benefiting them,” the original SB 535 (De León, 2012) requirement that encompassed a broader geography for investments that could qualify). In addition, the bill requires 1) an additional 5 percent of funds to be spent on projects that benefit low-income households located outside the boundaries of but within ½-mile of a DAC and 2) an additional 5 percent be spent on low-income households or low-income communities located anywhere in the state. MTC and the Bay Area Air Quality Management District (BAAQMD) opposed this bill, but similar to AB 2722, it was approved as part of a package deal.

Proposed Update to CalEnviroScreen Omits Even More Bay Area Communities

Immediately after the conclusion of the legislative session, the Office of Environmental Health Hazard Assessment (OEHHA), released a proposed update to CalEnviroScreen (CES), known as “CES3.0.” The new version updates the information used for all the variables, adds rent burden and cardiovascular disease as new factors in the population characteristics portion of the formula, and eliminates age as a factor. Despite the Bay Area’s extremely high rents and challenges with displacement, 29 *fewer* Bay Area census tracts are identified as DACs under CES3.0 in comparison to CES2.0, as shown in Attachment 2. The greatest reduction in DACs is in Alameda and Contra Costa Counties. The only positive development from the Bay Area’s perspective is the addition of four more census tracts in San Francisco in the Bay View area. Comments on CES3.0 are due by October 21, 2016, and we intend to mount our soapbox yet again.

Background on MTC’s Objections to CalEnviroScreen

MTC has challenged the use of CES as the state’s sole method of defining DACs because it excludes far too many of the Bay Area’s low-income communities and Communities of Concern (CoC). Specifically, only 23 percent of the Bay Area’s 233 census tracts with a median income at or below 80 percent of the statewide median are included in CES2.0. On the other hand, 38 percent of the limited number of census tracts (85 regionwide) designated as DACs under CES2.0 are *not* low-income. The mismatch between census tracts that would be considered disadvantaged on the basis of socioeconomic factors and those identified as DACs in CES results from an overreliance on 12 pollution burden variables in the final score. In essence, unless a census tract has a high enough level of pollution across multiple variables, it doesn’t matter how socioeconomically disadvantaged it is, it may still be excluded from the state’s definition of a disadvantaged community.

As a result, some census tracts in the Bay Area (including in Oakland, Antioch and Concord) with very high rates of unemployment, asthma, diesel PM, and poverty are excluded simply because their scores for hazardous waste, solid waste, and impaired water bodies aren't high enough. We find this to be a highly flawed way of determining how the state's cap and trade funds should be distributed, given that the effectiveness of transportation and affordable housing investments in terms of greenhouse gas reduction bears little relationship to the pollution variables.

Next Steps

Staff will submit comments expressing our concerns about the proposal for distributing TCCP funds and likewise, our objections to the draft CES3.0. We will continue to work with local stakeholders, the BAAQMD and the Bay Area legislative delegation on a remedy that ultimately broadens the state's definition of disadvantaged communities for the purpose of cap and trade so that it includes those that are the most socioeconomically disadvantaged, regardless of their pollution burden.



Steve Heminger

Attachments

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Bay Area Cap & Trade Program Awards to Date*

Program	Statewide Amount	Bay Area Awards	Bay Area Share of Statewide Amount	MTC Target
Transit and Intercity Rail Capital Program (TIRCP)	\$615,171,000	\$152,288,400	25%	33%
Affordable Housing and Sustainable Communities (AHSC)	\$443,856,770	\$162,213,450	37%	40%
Low Carbon Transit Operations Program (LCTOP)	\$99,662,306	\$37,342,085	37%	37%
Total	\$1,158,690,076	\$351,843,935	30%	

*AHSC totals include Strategic Growth Council staff recommendations for FY 2015-16, which has not yet been approved by SGC.

Details by Program

Transit and Intercity Rail Capital Program (TIRCP)

Through the first two programming rounds, projects in the Bay Area have captured 25% of awarded funds. This includes funding for major regional priorities identified in the regional Cap and Trade framework (SFMTA Light Rail Vehicle project, Peninsula Corridor Electrification Project, and BART Silicon Valley Phase II Extension), and other projects benefitting the region (SMART Rail Car Capacity project, Capitol Corridor Travel Time Reduction Project, Capitol Corridor Service Optimization and Standby Power Investments, ACE Near-Term Capacity Improvement Program).

Transit and Intercity Rail Capital Program (TIRCP)	FY 2015-16 Program	FY 2016-17 Program	Total
Statewide Amount Awarded	\$224,278,000	\$390,893,000	\$615,171,000
Statewide Amount Awarded - Disadvantaged Community Setaside	\$213,278,000	\$381,689,000	\$594,967,000
<i>Percent of Statewide Total</i>	95%	98%	97%
Statewide No. Projects Awarded	14	14	28
Statewide No. Awarded - Disadvantaged Community Setaside	13	13	26
<i>Percent of Statewide Total</i>	93%	93%	93%
Bay Area Amount Awarded	\$56,801,000	\$95,487,400	\$152,288,400
<i>Percent of Statewide Total</i>	25%	24%	25%
Bay Area No. Projects Awarded	3	5	8
<i>Percent of Statewide Total</i>	21%	36%	29%
Bay Area No. Projects Awarded - Disadvantaged Community Setaside	2	5	7
<i>Percent of MTC Total</i>	67%	100%	88%

The TIRCP program has a goal of providing at least 25% of available funding to projects that provide a direct, meaningful, and assured benefit to disadvantaged communities. Thus far, 93% of the projects awarded statewide, and 88% of the projects with funding for the Bay Area meet this criterion.

The following table illustrates TIRCP awards compared to the adopted framework.

Agency	Project/Category <i>(all amounts \$ millions)</i>	Adopted Framework, April 2016	Awards through first two rounds
BART	Train Control	250	0
	Hayward Maintenance Center	50	0
	Fleet Expansion	200	0
	<i>BART Total</i>	500	0
SFMTA	Fleet Expansion	481	86
	Facilities	67	0
	Core Capacity Study Projects/ BRT	237	0
	<i>SFMTA Total</i>	785	86
AC Transit	Fleet Expansion	90	0
	Facilities	50	0
	Major Corridors	200	0
	<i>AC Transit Total</i>	340	0
VTa	BART to San Jose	750	20
Caltrain	Electrification*	100	0
	EMUs	125	20
	<i>Caltrain Total</i>	225	20
Multiple Operators	TBD Expansion Projects: High Rider-ship Bus, Rail and Ferry Corridors	400	26
Region Total		\$3,000	152

*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity Commitment of \$447 million.

Affordable Housing and Sustainable Communities Program (AHSC)

Including Strategic Growth Council staff recommendations for the 2015-16 program, the Bay Area has captured 37% of program funding. The Strategic Growth Council is expected to award the 2015-16 program at its meeting on October 11.

AHSC has a funding set-aside of at least 50% of the program for projects benefitting Disadvantaged Communities. Including SGC staff recommendations, 82% of awarded funds and 80% of awarded projects have met this criterion. In the Bay Area, 64% of the awarded projects have met this criterion despite the region's very limited number of CalEnviroScreen census tracts.

Affordable Housing and Sustainable Communities Program	2014-15 Program	Fall 2015 Limited Round	2015-16 Program*	Total
Statewide Amount Awarded	\$121,955,460	\$32,461,479	\$289,439,831	\$443,856,770
Statewide Amount Awarded - Disadvantaged Community Setaside	\$91,836,695	\$25,282,773	\$246,875,943	\$363,995,411
<i>Percent of Statewide Total</i>	<i>75%</i>	<i>78%</i>	<i>85%</i>	<i>82%</i>
Statewide No. Projects Awarded	28	8	25	61
Statewide No. Awarded - Disadvantaged Community Setaside	21	6	22	49
<i>Percent of Statewide Total</i>	<i>75%</i>	<i>75%</i>	<i>88%</i>	<i>80%</i>
Bay Area Amount Awarded	\$47,291,464	\$17,461,479	\$97,460,507	\$162,213,450
<i>Percent of Statewide Total</i>	<i>39%</i>	<i>54%</i>	<i>34%</i>	<i>37%</i>
Bay Area No. Projects Awarded	11	4	7	22
<i>Percent of Statewide Total</i>	<i>39%</i>	<i>50%</i>	<i>28%</i>	<i>36%</i>
Bay Area No. Projects Awarded - Disadvantaged Community Setaside	5	2	7	14
<i>Percent of MTC Total</i>	<i>45%</i>	<i>50%</i>	<i>100%</i>	<i>64%</i>

*Strategic Growth Council Staff recommendations – pending approval of Strategic Growth Council on October 11, 2016.

Low Carbon Transit Operations Program (LCTOP)

Through the State Controller's Office population-based and revenue-based funds distributions, MTC and Bay Area transit operators have been allocated 37% of the program's funds through the first two rounds, leading to a total of 40 projects in the region. SCO's release of estimated amounts available for the FY 2016-17 LCTOP program has been delayed due to overall funding uncertainty.

LCTOP requires that for agencies whose service area includes disadvantaged communities, at least 50% of the total moneys received must be expended on projects that will benefit disadvantaged communities. Thus far, 65% of the region's projects benefit disadvantaged communities. Some operators either don't have a disadvantaged community in their service area, or are doing multiple projects with their allocation, not all of which benefit a disadvantaged community.

Low Carbon Transit Operations Program (LCTOP)	FY 2014-15 Program	FY 2015-16 Program	Total
Statewide Amount Awarded	\$24,985,645	\$74,676,661	\$99,662,306
Amount Benefiting Disadvantaged Communities	\$22,816,053	\$70,417,792	\$93,233,845
<i>Percent of Statewide Total</i>	<i>91%</i>	<i>94%</i>	<i>94%</i>
Number of Projects Awarded Statewide	95	131	226
Amount Benefiting Disadvantaged Communities	71	85	156
<i>Percent of Statewide Total</i>	<i>75%</i>	<i>65%</i>	<i>69%</i>
Bay Area Amount Awarded	\$9,175,832	\$28,166,253	\$37,342,085
<i>Percent of Statewide Total</i>	<i>37%</i>	<i>38%</i>	<i>37%</i>
Number of Projects Bay Area Awarded	18	22	40
<i>Percent of Statewide Total</i>	<i>19%</i>	<i>17%</i>	<i>18%</i>
Amount Benefiting Disadvantaged Communities	13	13	26
<i>Percent of MTC Total</i>	<i>72%</i>	<i>59%</i>	<i>65%</i>

Comparison of MTC's Communities of Concern for Plan Bay Area 2017, CalEnviroScreen 2.0 & Draft CES3.0

	Plan Bay Area Communities of Concern (2017)		CalEnviroScreen 2.0 (25% Threshold)		CalEnviroScreen 3.0 (25% Threshold)		
County	Census Tracts	Population	Census Tracts	Population	Census Tracts	Population	Change from CES 2.0
Alameda	120	505,457	32	124,352	17	60,910	(15)
Contra Costa	45	243,955	23	121,204	12	65,409	(11)
Marin	3	14,443	0	-	0	-	-
Napa	4	12,245	0	-	0	-	-
San Francisco	48	191,894	3	11,045	7	22,634	4
San Mateo	22	135,040	2	14,837	2	17,652	-
Santa Clara	84	433,275	23	105,604	16	69,935	(7)
Solano	28	112,367	2	11,385	2	5,500	-
Sonoma	11	59,584	0	-	0	-	-
Total	365	1,708,260	85	388,427	56	242,040	(29)
Total CES Tracts Statewide	--	--	1993		1982		
Total Bay Area Population		7,338,962					
Percent of Bay Area population		23.3%		5.3%			3.3%
Bay Area Share of CES3.0 Disadvantaged Communities Statewide	--	--	4.3%	--	2.8%	--	--

Comparison of Draft CalEnviroScreen Version 3.0 with Version 2.0 and Communities with $\leq 80\%$ of Adjusted Median Income (AMI)

Legend

CLASSIFICATION



Census tract with income $\leq 80\%$ of Adjusted Median Income (AMI)



2014 DAC



2016 DAC



2014 DAC + Tracts $\leq 80\%$ of AMI



2016 DAC + Tracts $\leq 80\%$ of AMI

2010 POPULATION

Oakland

> 350,000

Sunnyvale

50,000–350,000

San Anselmo

< 50,000

CalEnviroScreen+CoCs.ai | 9.30.16 pb

SOURCE: Office of Environmental Health and Hazard Assessment (OEHA) and MTC

