



SOUTHERN CALIFORNIA
**ASSOCIATION of
GOVERNMENTS**

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Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

MEETING OF THE

**LEGISLATIVE/COMMUNICATIONS
AND MEMBERSHIP COMMITTEE**

Tuesday, August 18, 2015

8:30 a.m. -10:00 a.m.

**SCAG Offices
818 West 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

**Imperial SCAG Office
1405 North Imperial Avenue, Suite 1
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**Riverside SCAG Office
3403 10th Street, Suite 805
Riverside, CA 92501**

**South Bay Cities COG
South Bay Environmental Services Center
20285 S. Western Avenue, Suite 100
Torrance, CA 90501**

Teleconference Is Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at (213) 236-1826 or via email embry@scag.ca.gov

Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at:

<http://www.scag.ca.gov/committees/Pages/default.aspx>

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The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

Legislative/Communications and Membership Committee

August 2015

Pam O'Connor, District 41
Kris Murray, District 18

Chair
Vice-Chair

Member

Becerra, Glen
Clark, Margaret
Daniels, Gene
Finlay, Margaret
Hagman, Curt
Lorimore, Clint
Martinez, Michele
Larry McCallon
Mitchell, Judy
Pettis, Greg
Viegas-Walker, Cheryl
Wapner, Alan

Representing

District 46
District 32
District 24
District 35
County of San Bernardino
District 4
District 16
District 7
District 40
District 2
District 1
SANBAG

TELECONFERENCE LOCATIONS:

Hon. Glen Becerra
Metropolitan Transit Authority
One Gateway Plaza
19th Floor, Room 19-44
Los Angeles, CA 90012

Hon. Margaret Clark
Rosemead City Hall
8838 E Valley Blvd
Rosemead, CA 91770

Hon. Margaret Finlay
2221 Rim Road
Duarte, CA 91008

Hon. Curt Hagman
14010 City Center Drive
Chino Hills, CA 91709

Hon. Clint Lorimore
Eastvale City Hall
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

Hon. Michele Martinez
300 W. 2nd Street
Santa Ana, CA 92701

Hon. Kris Murray
200 S Anaheim Blvd,
Anaheim, CA 92805

Hon. Alan Wapner
Ontario City Hall
303 E B Street
Ontario, CA 91764

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA AUGUST 18, 2015

The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

	Page
1. Minutes of May 19, 2015 Meeting	Attachment 1
2. Minutes of June 16, 2015 Meeting	Attachment 7

ACTION ITEMS

3. SCAG Memberships & Sponsorships	Attachment 10
<u>Memberships</u>	
• Southern California Leadership Network - \$10,000	
• Eno Center for Transportation - \$12,500	
• American Public Transportation Association - \$5,687	
<u>Sponsorships</u>	
• UCLA Lewis Center and Institute of Transportation Studies Transportation – Land Use – Environment Connection Symposium - \$10,000	
• University of Southern California Sol Price School of Public Policy – Executive Education Program - \$10,000	
<i>(Houston Brooks Laney, Legislative Analyst)</i>	
4. AB 1250 (Bloom) – Buses: Axel Weight	Attachment 14
<i>(Jeff Dunn, Legislative Analyst)</i>	
5. SB 25 (Roth) – Local Government Finance: Property Tax Revenue Allocation: Vehicle License Fee Adjustments	Attachment 17
<i>(Jeff Dunn, Legislative Analyst)</i>	

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA AUGUST 18, 2015

INFORMATION ITEMS

- | | | |
|--|-------------|----|
| 6. California Infrastructure Special Legislative Session Update
(<i>Jeff Dunn, Legislative Analyst</i>) | Attachment | 20 |
| 7. Federal Reauthorization Update – H.R. 22 – “DRIVE” Act
(<i>Jeff Dunn, Legislative Analyst</i>) | Attachment | 24 |
| 8. SP&PA Update
(<i>Jeff Dunn, Legislative Analyst</i>) | Oral Report | |
| 9. Legislative Tracking Report
(<i>Jeff Dunn, Legislative Analyst</i>) | Attachment | 28 |

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 AM, Tuesday, September 15, 2015 at the SCAG Los Angeles Office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**May 19, 2015
Minutes**

The Legislative/Communications & Membership Committee held its May 19, 2015 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Margaret Clark, District 32 **(Teleconference)**
Hon. Gene Daniels, District 24
Hon. Clint Lorimore, District 4 – **(Teleconference)**
Hon. Michele Martinez, District 16 - **(Teleconference)**
Hon. Larry McCallon, District 7 – **(Videoconference)**
Hon. Judy Mitchell, District 40 – **(Videoconference)**
Hon. Kris Murray, District 19 – **(Teleconference)**
Hon. Pam O'Connor – District 14
Hon. Greg Pettis, District 2 - **(Teleconference)**
Hon. Cheryl Viegas-Walker, District 1 **(Videoconference)**
Hon. Alan Wapner, SANBAG **(Teleconference)**

CALL TO ORDER

The meeting was called to order by the Chair, Hon. Pam O'Connor, at approximately 8:30 a.m. and roll-call was taken.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda

ACTION ITEMS

CONSENT CALENDAR

1. Minutes of March 17, 2015 Meeting

A MOTION was made (Daniels) to approve the Consent Calendar. The MOTION was SECONDED (Viegas-Walker) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Lorimore, Martinez, McCallon, Murray, O'Connor, Viegas-Walker, Wapner

NOES: None

Legislative/Communications & Membership Committee Minutes

ABSTAIN: None

2. SCAG Memberships

- California Contract Cities - \$5,000
- National Association of Regional Councils (NARC) - \$30,000
- FuturePorts - \$5,000

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided a brief overview of the three memberships for the Committee's consideration.

A MOTION was made (McCallon) to approve the following three memberships: 1) California Contract Cities (\$5,000); 2) National Association of Regional Councils (NARC) (\$30,000); and 3) FuturePorts (\$5,000). The MOTION was SECONDED (Viegas-Walker) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Lorimore, Martinez, McCallon, Mitchell, Murray, O'Connor, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

3. Transportation Finance Bills

- SB 16 (Beall)
- SCA 7 (Huff)
- ACA 4 (Frazier)

SB 16 – Transportation Funding

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that SB 16 authorizes the Road Maintenance and Rehabilitation Program for 5-years (FY 2015-16 through FY2019-20), which would increase taxes and fees to raise \$3.5 billion in new transportation revenues. The funding would be primarily used to address deferred maintenance on state highways and local streets and roads. Mr. Chidsey further stated that SCAG has long advocated the importance of providing adequate funds for local streets and roads.

A MOTION was made (Clark) to support SB 16 - Transportation Funding. The MOTION was SECONDED (Daniels) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Martinez, McCallon, Mitchell, Murray, O'Connor, Pettis, Viegas-Walker, Wapner

NOES: Lorimore

ABSTAIN: None

Legislative/Communications & Membership Committee Minutes

SCA 7 – Motor Vehicle Taxes and Fees; Restriction on Expenditures

Darin Chidsey, Director of Strategy, Policy & Public Affairs, noted that SCA 7 is the only transportation infrastructure plan introduced so far that does not include a tax increase, and will not divert a portion of those tax dollars to projects that have nothing to do with fixing California's roads and highways. Mr. Chidsey also noted that this constitutional amendment is the Republican proposal to address transportation needs, and a bi-partisan approach will be beneficial as the amendment moves through the Senate.

Hon. Cheryl Viegas-Walker noted that Senator Huff has been a champion and supporter of SCAG on many issues.

A MOTION was made (Clark) to support SCA 7 – Motor Vehicle Taxes and Fees; Restriction on Expenditures. The MOTION was SECONDED (Murray) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Lorimore, Martinez, McCallon, Mitchell, Murray, O'Connor, Pettis, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

ACA 4 – Local Government Transportation Projects: Special Taxes: Voter Approval

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that ACA 4 would reduce the voter threshold from two-thirds to 55% for passage of local sales taxes dedicated to transportation purposes. Mr. Chidsey further stated that the proposed constitutional amendment is offered in recognition of the reality that the gas tax is no longer a viable, sustainable transportation revenue source. Mr. Chidsey recommended support of the Amendment.

A MOTION was made (Clark) and SECONDED (Lorimore) to oppose support of ACA 4 – Local Government Transportation Projects: Special Taxes: Voter Approval.

A SUBSTITUTE MOTION was made (Pettis) to support ACA 4 – Local Government Transportation Projects: Special Taxes: Voter Approval. The SUBSTITUTE MOTION was SECONDED (Mitchell) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Daniels, Martinez, McCallon, Mitchell, Murray, O'Connor, Pettis, Viegas-Walker, Wapner

NOES: Clark, Lorimore

ABSTAIN: None

Legislative/Communications & Membership Committee Minutes

Hon. Margaret Clark noted that she opposed support of ACA 4 – Local Government Transportation Projects: Special Taxes: Voter Approval because she does not want to encourage further tax increases imposed by local government.

4. AB 1074 (Garcia) – Alternative Fuels Infrastructure Plan

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that AB 1074 is a study bill, which directs the state’s energy resources and conservation development commission to cultivate an alternative refueling infrastructure plan. Mr. Chidsey recommended support of the bill.

A MOTION was made (Daniels) to support AB 1074 – Alternative Fuels Infrastructure Plan. The MOTION was SECONDED (Viegas-Walker) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Lorimore, Martinez, McCallon, Mitchell, Murray, O’Connor, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

5. AB 857 (Perea) – California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that as part of the Cap-and-Trade program and GHG reduction fund, AB 857 is dedicated to putting resources into new technologies and investing incentive to turn over certain vehicle fleets. The bill is also focused on affordable housing/sustainable communities, which is one of the main vehicles to implement the Sustainable Communities Strategy (SCS). Mr. Chidsey recommended support of the bill because it provides incentives to put more clean trucks on the road and supports a faster transition to low-carbon transportation technologies in the heavy-duty truck sector.

A MOTION was made (McCallon) to support AB 857 – California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. The MOTION was SECONDED (Clark) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Lorimore, Martinez, McCallon, Murray, O’Connor, Viegas-Walker, Wapner

NOES: None

ABSTAIN: Mitchell

INFORMATION ITEMS

6. Climate Change Bills

Legislative/Communications & Membership Committee Minutes

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that the Governor, state legislators, and environmental leaders announced general support of a legislative package of bills to further reduce the state's carbon emissions, improve building energy efficiency, increase the development and usage of renewable energy, and to further establish California's national and international leadership role in the policy area of climate change. Opponents of the bill assert that the policies will increase the cost to California businesses and make them less competitive.

Jeff Dunn, Senior Legislative Analyst, noted that SCAG is still monitoring the bill and has not taken a position.

7. Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – Open House Overview

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided an overview of the outreach activities for the upcoming RTP/SCS. A schedule of the Open House events will be provided to the Committee members.

8. Governor's 2016 Budget May Revise

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that the Governor's May Revise focuses on overall major policy provisions and objectives, as well as a more specific summary of Cap-and-Trade revenue allocations under the plan. Mr. Chidsey further stated that staff will monitor and apprise the Committee of ongoing budget trail bill activities, in addition to the various moving transportation funding proposals, which may pass as part of a comprehensive budget and revenue package.

9. 2015 Regional Conference & General Assembly Recap

Michele Martinez, Host Committee Chair, thanked staff and the Host Committee for their tremendous contribution in making the Regional Conference and General Assembly a great success. Hon. Martinez noted that some of the sponsors expressed concern that dinner attendees were not respectful to them when they were speaking.

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that those concerns are being addressed. He further stated that staff offered to refund a portion of the sponsorship monies, as their needs were not met. The sponsors declined this offer.

The Committee was unanimous in its recognition of staff and their tireless efforts in putting forth a successful Regional Conference and General Assembly.

10. Legislative Tracking Report

Darin Chidsey, Director of Strategy, Policy & Public Affairs, reported that the House Rules Committee approved a bill, which will extend the highway trust fund and MAP-21 provisions until the end of July 2015. A long-term bill is anticipated this summer.

Legislative/Communications & Membership Committee Minutes

FUTURE AGENDA ITEMS

Update on ongoing Congressional activities to extend current surface transportation reauthorization law and to develop a successor, long-term bill.

ANNOUNCEMENTS

Hon. Cheryl Viegas-Walker inquired about scholarship applications from the various counties. Houston Brooks Laney stated that Imperial County has approximately 8 applications, which is more than previous years and Riverside County also has more applications this year.

ADJOURNMENT

The Chair adjourned the meeting at 9:45 a.m. The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m. - 10:00 a.m., Tuesday, June 16, 2015, at the SCAG Los Angeles office.

Reviewed by:



Darin Chidsey
Director, Strategy, Policy & Public Affairs

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**June 16, 2015
Minutes**

The Legislative/Communications & Membership Committee held its June 16, 2015 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Glen Becerra, District 46 – (Teleconference)
Hon. Margaret Clark, District 32 (Teleconference)
Hon. Gene Daniels, District 24
Hon. Margaret Finlay, District 35 – (Teleconference)
Hon. Clint Lorimore, District 4 – (Teleconference)
Hon. Michele Martinez, District 16 - (Teleconference)
Hon. Judy Mitchell, District 40 – (Videoconference)
Hon. Kris Murray, District 19 – (Teleconference)
Hon. Pam O'Connor – District 14
Hon. Greg Pettis, District 2
Hon. Cheryl Viegas-Walker, District 1 (Videoconference)
Hon. Alan Wapner, SANBAG (Teleconference)

CALL TO ORDER

The meeting was called to order by the Chair, Hon. Pam O'Connor, at approximately 8:30 a.m. Roll-call was taken.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda

ACTION ITEMS

CONSENT CALENDAR

1. Minutes of May 19, 2015 Meeting

Hon. Margaret Clark requested that the minutes be revised to reflect the reason she did not support ACA 4 - Local Government Transportation Projects: Special Taxes: Voter Approval. Hon. Clark does not want to encourage further tax increases imposed by local government. Also, Hon. Judy Mitchell noted that she did not second the motion to oppose support of ACA 4. Hon. Clint Lorimore seconded that motion. The minutes will be revised to reflect these changes and will be resubmitted for approval at the next LCMC meeting on August 18, 2015.

Legislative/Communications & Membership Committee Minutes

2. SB 321 (Beall): Motor Vehicle Fuel Taxes Rate Adjustments

Darin Chidsey, Director of Strategy, Policy, and Public Affairs, stated that this bill is part of a larger package of transportation funding bills and has moved out of the Senate to the Assembly. Mr. Chidsey further stated that SB 321 is intended as a 'fix' to the way revenues from the fuel tax swap are estimated, facilitating better planning for longer term transportation budgets while remaining revenue neutral to the State. Staff recommends support of this bill.

A MOTION was made (Pettis) to support of SB 321 – Motor Vehicle Fuel Taxes Rate Adjustments. The MOTION was SECONDED (Martinez) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Lorimore, Martinez, Mitchell, Murray, O'Connor, Pettis, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

INFORMATION ITEMS

3. State & Federal Legislative Update

4. State Budget Update

Darin Chidsey, Director of Strategy, Policy, and Public Affairs, provided an update on State and Federal legislation, as well as State budget issues. Regarding State legislation, Mr. Chidsey noted that staff and various members of the Regional Council will go to Sacramento on June 30, 2015 to address the inadequate Cap and Trade portion of monies allocated to SCAG for affordable housing/sustainable communities.

Hon. Judy Mitchell stated that in the communication between SCAG and the Strategic Growth Council, it was noted that SCAG did not provide projects that were well-leveraged with other money. Hon. Mitchell suggested the possibility of leveraging with AQMD. Mr. Chidsey stated that staff has reached out to AQMD to start the conversation. He also noted that the leveraging component of the program may be too strong, and stated that it is also important to look at incentivizing economic development to bring resources to communities that are unable to attract private capital.

5. SP&PA Update

Darin Chidsey, Director of Strategy, Policy, and Public Affairs, reported that the RTP/SCS Open Houses have been successful and well attended.

Mr. Chidsey provided an overview of the 2016 RTP/SCS Special Meetings of the Regional Council and Policy Committees.

Legislative/Communications & Membership Committee Minutes

6. Legislative Tracking Report

The report is included in the agenda packet for the Committee's perusal.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

Hon. Gene Daniels announced that Bill Holt, former City Manager of Paramount and Executive Director of California JPIA, passed away. The funeral services will be June 27th at JPIA.

Darin Chidsey announced that the Regional Council is not scheduled to meet in August. Consequently, LCMC will not have a July meeting.

ADJOURNMENT

The Chair adjourned the meeting at approximately 9:15 a.m. The next meeting of the Legislative/Communications & Membership Committee will be 8:30 a.m. - 10:00 a.m., Tuesday, August 18, 2015, at the SCAG Los Angeles office.

Reviewed by:



Darin Chidsey
Director, Strategy, Policy & Public Affairs

REPORT

DATE: August 18, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Houston Brooks Laney; Legislative Analyst; (213) 236-1906; laney@scag.ca.gov

SUBJECT: SCAG Memberships & Sponsorships

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$28,187 in FY 2015-16 memberships for: 1) Southern California Leadership Network (\$10,000); 2) Eno Center for Transportation (\$12,500); and 3) American Public Transportation Association (\$5,687). In addition, the LCMC is asked to approve up to \$20,000 in sponsorships for: 4) UCLA Lewis Center and Institute of Transportation Studies Transportation Land-Use Environment Connection Symposium (\$10,000); and 5) University of Southern California Sol Price School of Public Policy – Executive Education Program (\$10,000).

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:**MEMBERSHIPS****1. Southern California Leadership Network – \$10,000**

The Southern California Leadership Network (SCLN) was founded to advance the region and the state by inspiring, preparing, and connecting leaders to drive change. SCLN does this through its signature Leadership Fellowships, continued leadership development opportunities, and other events to promote lifelong leadership learning. SCAG has been a long-time supporter of a variety of SCLN’s programs, including the California Connections Program (which this particular sponsorship replaces in the budget) and their annual Visionaries Luncheon.

SCLN is in the process of expanding the curriculum for “Leadership Southern California,” their eight-month issues-based civic leadership fellowship. The program will give professionals from government, business, academic, and community organizations a unique opportunity to connect on a regional level while also preparing them to be a part of the region in a positive direction through new and innovative partnerships. SCLN will develop new curriculum designed for civic leaders that

will give them the skills to lead and facilitate diverse teams through conflict into common ground and new initiatives. Fellows will learn to recognize unity that is present in the midst of diversity, conflict, and strife, giving them the skills needed to build consensus and resolve community challenges in a productive, impactful manner. Curriculum development will be done in partnership with leaders from multiple local universities and will begin in September 2015, tested and refined in tandem with the Leadership 2015-16 class, and fully rolled out with the 2016-17 Leadership Southern California class.

Staff is recommending a “Gold” level sponsorship in the amount of \$10,000. While the sponsorship will primarily aid in the development of the Leadership Southern California curriculum, the sponsorship also includes recognition as a “Gold” sponsor on all printed and electronic materials related to the 2015-2016 Leadership Southern California fellowship and an opportunity to address Leadership Southern California fellows as a sponsoring organization.

2. Eno Center for Transportation – \$12,500

The Eno Center for Transportation’s mission is to seek continuous improvement in transportation and its public and public private leadership in order to increase the system’s mobility, safety, and sustainability. Eno works across all modes of transportation, with the mission of cultivating creative and visionary leadership for the sector. They pursue this mission by supporting activities in their Center for Transportation Policy (CTP) and their Center for Transportation Leadership (CTL).

With the expiration of the Moving Ahead for Progress in the 21st Century Act (MAP-21), it is essential that the agency is proactive and contributes to the development of the next surface transportation reauthorization bill. Eno’s Board of Directors includes executives from The Boeing Company, Parsons Brinkerhoff, and Mineta and Associates, as well as former executives from Maersk and AECOM.

SCAG staff is recommending a \$12,500 “Gold” membership, which will provide SCAG with the following:

- Ten (10) complimentary subscriptions to *Eno Transportation Weekly* (ETW);
- Complimentary advertising in ETW;
- Participation on an Eno Working Group (SCAG will be participating on the Freight Funding Working Group, which will bring together truckers, railroads, ports, and shippers to discuss the development of a specific proposal for funding a multimodal freight program. The group will assemble and update existing data and analysis on the issue to inform decision-making and build consensus around a specific proposal. The group can then work to present the proposal to Congress and the Administration as they continue to discuss the surface transportation reauthorization bill.);
- Fifty (50) percent discount to events and publications;
- First access to free, limited-space events and webinars;
- Access to member-only content via member portal;
- Eligibility to participate in William P. Eno Paper Competition;
- Access to Eno Job List (coming soon); and
- Access to member directory (coming soon).

3. American Public Transportation Association – \$5,687

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of recent and continued work in Congress on the next federal transportation reauthorization bill.

SPONSORSHIPS

4. UCLA Lewis Center and Institute of Transportation Studies Transportation – Land Use – Environment Connection Symposium (October 19-21, 2015) – \$10,000

Each year, the UCLA Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues. This year's symposium—Planning for Change: From Fragile to Agile—will take place from October 18-20, 2015 at the UCLA Lake Arrowhead Conference Center and will include panels and other forums for dialogue among public officials, private industry leaders, and audience members to explore the implications of recent and foreseeable future technological innovations for transportation, land use, and environmental policy and planning. SCAG has been a sustaining co-sponsor of this program, which enables SCAG to maintain membership on the 2015-2016 Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers and nominating experts to attend the symposium consistent with SCAG goals. The sponsorship also provides the following:

- Two (2) complimentary registrations;
- Two (2) registrations at fifty (50) percent off;
- Five (5) additional nominations for conference attendance;
- Exclusive display of promotional materials during afternoon reception or dinner;
- Highlighted recognition on main conference website and online materials;
- Highlighted recognition as Platinum sponsor from the podium as meal or reception sponsor;
- Opportunity to nominate a speaker for UCLA's review;
- Shared display of promotional materials at the registration table;
- Shared recognition in conference printed materials;
- Opportunity to network with speakers, faculty, and prominent public officials; and
- Recognition as sponsor of one of the following:
 - o Sunday Afternoon Reception, Sunday Dinner, Monday Afternoon Reception, or Monday Dinner

SCAG staff is recommending again a Platinum Level sponsorship in the amount of \$10,000. SCAG Board members and Executive staff will attend the symposium.

REPORT

5. University of Southern California Sol Price School of Public Policy – Executive Education Program – \$10,000

The Executive Education (EXED) Forum for Policy at the University of Southern California (USC) Sol Price School of Public Policy (Price) offers a broad-based specialized non-degree certificate programs for local and global leaders. The EXED Forum is a suite of programs targeting public sector and other senior, mid-level, and emerging leaders, and is designed to deepen their understanding of substantive policy issues, augment their ability to leverage and increase existing public sector capacity, and foster leadership – all with the purpose of improving public and nonprofit administration and solving public problems. The Forum achieves this by bringing together world-renowned faculty of USC Price, experienced practitioners and a dynamic curriculum to teach and reach across boundaries.

The EXED Forum offers two programs: 1) Local Leaders Program, and 2) Global Leaders Program. The Local Leaders Program is designed for local elected officials and offers a focused curriculum in ethics, governance, leadership, and public policy to promote and enhance commitment to public value and to reach across sectors. The target audiences for this program are mayors; council members; and supervisors and special district board members. The next Local Leaders Program is scheduled for spring, November 14-15, 2014 at the USC Davidson Conference Center.

SCAG has been a supporter of the USC Price EXED Forum since the 2011-2012 program and is listed on their website as a Strategic/Sponsoring Partner. Several SCAG cities have participated in the Local Leaders Program, including past SCAG President Greg Pettis; Larry McCallon and Pam O’Connor; Regional Council member Alan Wapner, and Policy Committee member Ray Musser. SCAG staff is again recommending a sponsorship in the amount of \$10,000.

FISCAL IMPACT:

\$48,187 for memberships and sponsorships is included in the approved FY 15-16 General Fund budget.

ATTACHMENTS:

None.

Reviewed by:



Director, Strategy, Policy & Public Affairs

Reviewed by:



Chief Financial Officer

REPORT

DATE: August 18, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeff Dunn; Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: AB 1250 (Bloom) – Buses: Axel Weight

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

AB 1250 would exempt transit buses procured through a solicitation process that was issued before January 1, 2016 from the statutory weight limit of 20,500 pounds on any one axle of a bus. The bill seeks to fix the problem of increasing weights of transit buses due to numerous state and federal mandates, including Americans with Disability Act requirements and other required emissions reduction equipment, and a 1975 state law generally prohibiting the gross weight on any single axle of a transit bus from exceeding 20,500 pounds. The bill extends indefinitely prior short term exemptions from the weight limit for transit buses procured prior to the January 1, 2016 expiration of the exemption; and sets a declining maximum weight balance for new buses procured after that date beginning at 25,000 pounds per axel for buses procured prior to January 1, 2018 to sliding downward to 22,000 pounds per axel for buses procured prior to January 1, 2022. Staff recommends support.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

Since 1975, state law has prohibited the gross weight on any single axle of a transit bus from exceeding 20,500 pounds. This law, enacted to reduce damage to roadways, has come into conflict with subsequently enacted laws intended to further societal goals such as reducing emissions, increasing access for the disabled, and others resulting in transit buses today often exceed the statutory maximum limit weight, especially when carrying a large number of passengers. Some transit operators have been caught between these unintentionally conflicting policy and regulatory objectives and have been subject to citation resulting in costly fines paid for by local jurisdictions and, ultimately, the taxpayer.

Recognizing this statutory and regulatory conflict, the California Transit Association sponsored and the Governor signed two successive short term legislative fixes: AB 1706 (Eng) [Chapter 771, Statutes of 2012] and AB 1720 (Bloom) [Chapter 263, Statutes of 2014], which provided temporary relief from California's bus axle weight limit while a long-term solution was being crafted. As a result of these efforts, until January 1, 2016 current law exempts from the existing maximum axel weight limit a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings and

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notices all affected local governments. Without legislative action, the old bus axle weight limit will go back into effect on January 1, 2016.

In order to address the conflicting statutory issue long term, AB 1250 clarifies that transit buses procured pursuant to a solicitation issued before January 1, 2016 are, and will continue to be, exempt from the old bus axle weight limit, when it comes back next year, thus ensuring that transit buses procured in 2015 can be legally operated in 2016 and beyond. The bill also introduces a declining sliding scale weight limit that reflects agreement between the various impacted stakeholders on defining a long-term solution to the problem of operating cleaner, more efficient and accessible buses while also protecting the infrastructure from excessively heavy transit buses. Specifically AB 1250 does the following:

- Exempts from the 20,500 pound weight limitation buses procured from a solicitation issued prior to January 1, 2016;
- Establishes a declining maximum unladen weight per axle beginning at 25,000 pounds per axle for buses procured through a solicitation issued prior to January 1, 2018, and ending at 22,000 pounds for buses procured through a solicitation issued on or after January 1, 2022.

Implicit within these provisions are an acknowledgment that transit buses in operation today may not always comply with the state's old bus axle weight limit for the reasons discussed (i.e. conflicting laws and regulations compelling heavier vehicles); the need to institute a more realistic and statutorily-enforceable schedule of new bus axle weights while decreasing the bus axle weight over time on a descending schedule thus driving bus suppliers and public transit operators to design, manufacture and ultimately put into operation increasingly lighter transit buses.

Significantly, the bill would also convert the measurement and enforcement of bus axle weights to *unladen* weight (from today's *gross* weight), acknowledging that a transit bus's weight changes throughout the day with ridership, and creating certainty with regard to the maximum weight of any transit bus that "rolls off the factory floor." Thus, enforcement of the new statutory threshold would be less arbitrary and more certain.

Negotiations between the CTA and other stakeholders, including cities and counties, are ongoing and include, among other issues, determining how best to acknowledge and account for transit bus procurements and delivery schedules authorized under previous legislative action that may be incompatible with the bus axle weight reduction schedule now proposed by this bill. The specific concern is that the cut-off dates are tied to solicitations, not delivery dates, potentially making the deadline too open-ended.

AB 1250 passed the Assembly (80-0) on April 20; passed Senate Committee on Transportation and Housing (11-0) on July 15 and is scheduled for hearing before Senate Appropriations Committee, August 17. The bill has been amended in the 2nd House so it must return to the Assembly for concurrence should it pass the Senate. Currently the bill is supported by the California Transit Association (sponsor), City of Santa Monica, Orange County Transportation Authority, Santa Cruz Metropolitan Transit District, Alameda-Contra Costa Transit District, California Association for Coordinated Transportation, and Napa County Transportation Planning Agency. There is no on-record opposition.

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Staff recommends support of the bill. All major stakeholder groups are engaged in a negotiated solution to the axle weight problem, including the Governor's office, local government, transit operators, and others. SCAG recommends support of a negotiated long term solution to the unintended conflict of laws affecting transit bus weights that negatively impact its transit partners while protecting the local infrastructure.

A Copy of the bill may be accessed online at: <http://goo.gl/VnYDwv>

ATTACHMENTS:

None

REPORT

DATE: August 18, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeff Dunn; Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: SB 25 (Roth) - Local government finance: property tax revenue allocation: vehicle license fee adjustments

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

Existing property tax law requires that each city and county receive property tax revenues in the form of a vehicle license fee adjustment amount from a vehicle license fee property tax compensation fund that exists in each county treasury, and requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would provide for a vehicle license fee (VLF) adjustment for the 2015-16 fiscal year and thereafter for four cities, Eastvale, Jurupa Valley, Menifee and Wildomar, to reimburse those cities for disproportionate funding lost during the 2011 state budget realignment that swept VLF fees to the state and disproportionately affected newly incorporated cities. This bill is very similar to SB 69 (Roth) supported by this Committee and passing the state legislature in 2014 that was vetoed by Governor Brown. Staff recommends support of SB 25.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

In lieu of a property tax on motor vehicles, the state collects an annual Vehicle License Fee (VLF) and allocates the revenues after administrative costs to cities and counties. In 1998, the Legislature began cutting the VLF rate from 2% to 0.65% of a vehicle's value. The State General Fund backfilled the lost VLF revenues to cities and counties. As part of the 2004-05 budget agreement, the Legislature enacted the "VLF-property tax swap," which replaced the VLF backfill from the State General Fund with property tax revenues that otherwise would have gone to schools through the Educational Revenue Augmentation Fund (ERAF). This replacement funding is known as the "VLF adjustment amount." The State General Fund backfills schools for their lost ERAF money.

The VLF-property tax swap did not reallocate extra property tax revenues to cities that were not in existence when the state was compensating cities for the difference between the 2% and 0.65% VLF rates. As a result, new cities received less VLF funding than they would have if they had incorporated before the VLF-property tax swap. Similarly, a city that annexed an inhabited area received less VLF revenue than it would have before the VLF-property tax swap. Because the amount of the per capita

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VLF allocations went down when the Legislature cut the VLF rate, the amount of additional VLF revenue coming to a city as the result annexing an inhabited area was also sharply reduced. The VLF-property tax swap did not compensate cities for this reduction. Cities only receive additional property tax revenues in lieu of lost VLF based on the future growth of assessed valuation in the annexed area.

Advocates for cities asked the Legislature to reallocate a portion of existing cities' remaining VLF funds to new cities and to cities that annex inhabited areas to help make new city incorporations and city annexations financially feasible. In response, the Legislature passed AB 1602 (Laird, 2006), which changed the allocation of Vehicle License Fee (VLF) funds to restore the VLF revenues for city incorporations and annexations that were lost under the VLF-property tax "swap." AB 1602's formula allocated \$50 per capita adjusted annually for growth. Since the passage of AB 1602, the residents of Eastvale, Jurupa Valley, Menifee and Wildomar voted to become cities.

Governor Brown's 2011 Realignment Proposal shifted several state programs and commensurate revenues to local governments. The Legislature passed Senate Bill 89 which recalculated the Department of Motor Vehicle's administration fund to \$25 million and increased vehicle license registration by \$12 per vehicle to offset DMV's cut budget. SB 89 also eliminated VLF revenues allocated to cities and shifted those revenues to fund public safety realignment. Specifically, it shifted \$137 million from local government's VLF revenues to public safety, \$14 million of which disproportionately impacted the 4 newly incorporated cities Eastvale, Jurupa Valley, Menifee and Wildomar in Riverside County, because the Prop. 1A Property Tax going to all other cities (in lieu of VLF fees) as part of the VLF property tax swap were protected, but VLF fees were swept to the state, thus impacting the newly incorporated cities much more significantly.

SB 25 would establish a vehicle license adjustment amount for a city incorporating after January 1, 2004, and on or before January 1, 2012, (thus only affecting the four cities incorporated between the enactment of the VLF property tax swap and the 2011 budget realignment) as follows:

- A formula to calculate the base year VLF adjustment amount for fiscal year (FY) 2015-16 which uses the population of the incorporating city, times the sum of the most recent VLF adjustment amount for all cities in the county, divided by the sum of the population of all the cities in the county; and,
- A formula to calculate the VLF adjustment amount for FY 2016-17, and each FY thereafter, that includes the percentage change from the immediately preceding FY to the current FY in gross taxable assessed valuation (property tax revenues).

Thus what SB 25 does for the four disenfranchised cities is to enact a statutory formula that provides cities that incorporated between 2004 and 2012 with shares of property tax in 2015-16 to offset the amount of vehicle license fee revenue they would have received. In future years, the amount will be adjusted according to the same rules applied to other cities and, thus, will be treated equally with all other cities going forward.

State fiscal impact, according to analysis by the Senate Appropriations Committee, is a one-time, permanent shift of approximately \$16.7 million in property tax revenues in 2015-16 from the Riverside County Educational Revenue Augmentation Fund (ERAF) to the four recently-incorporated cities. The General Fund would backfill the reductions from ERAF to replace funding that would otherwise go to

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schools pursuant to Proposition 98 minimum funding guarantees. The initial General Fund backfill payments would adjust each year thereafter at the property tax growth rate.

The bill is supported by:

California Association of Local Agency Formation Commissions
California Police Chiefs Association
California Professional Firefighters
California State Association of Counties
City of Jurupa Valley
City of Menifee
City of Riverside
Contra Costa County Local Agency Formation Commission
County of Riverside
League of California Cities
Orange County LAFCO
Riverside Sheriffs' Association
San Diego Local Agency Formation Commission
San Mateo Local Agency Formation Commission
Southwest California Legislative Council

There is no on-record opposition to the bill.

This bill is nearly identical to SB 69 (Roth) passing the Legislature in 2014 and supported by SCAG, which was vetoed by the Governor, and would have provided cities incorporating after January 1, 2004, and on or before January 1, 2012, with property tax in lieu of VLF. In vetoing that bill, the Governor's veto message for SB 69 states, "While it is true that the state's economy has improved markedly, and significant progress has been made in aligning revenues and expenditures, I do not believe that it would be prudent to authorize legislation that would result in long term costs to the general fund that this bill would occasion."

Since that time the state's fiscal condition has continued to improve and the one-time hit to the General Fund is estimated at less than \$17 million with annual property tax allocations to four additional cities that are the same as allocated to over 800 other California cities. SCAG staff recommends support of the bill for its member cities to ensure their equal treatment going forward and for reimbursement for lost revenues taken from them by the state as part of the 2011 state budget realignment.

SB 25 passed the Senate (40-0) on June 1; passed Assembly Local Government Committee (9-0) on July 16; and is referred to Assembly Appropriations Committee, no hearing scheduled.

A copy of SB 25 can be accessed online at: <http://goo.gl/151cwz>

ATTACHMENTS:

None

REPORT

DATE: August 18, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeff Dunn; Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: California Infrastructure Special Legislative Session Update

RECOMMENDED ACTION:

Information Only – No Action Needed.

EXECUTIVE SUMMARY:

This report summarizes the legislative bills introduced in the first extraordinary session of the California Legislature addressing state transportation funding, including detailed summary of SBX1-1 (Beall), comprehensive funding legislation similar to SB 16 supported by the Regional Council earlier this year. Staff will continue to monitor and apprise the Committee of any relevant bill actions taken in the special session.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

On June 16, 2015, Governor Brown called for the first special extraordinary session of the legislature dealing with transportation funding in twenty-five years, to address the state's infrastructure crisis. The legislature has introduced over twenty legislative bills in the extraordinary session to address the issue, briefly summarized in this report. Presently one bill, SBX1-1 by Senate Transportation Committee Chair Jim Beall (D-San Jose) is the only legislative vehicle that addresses in a comprehensive manner the state's structural funding needs and is the bill that appears to have the most momentum in the special session to gain passage. All of the transportation special session bills briefly described include:

- *SBX1-1 (Beall):* Transportation Funding – Increases several transportation taxes and fees to raise approximately \$4.3 to \$4.6 billion annually with proceeds dedicated primarily to road maintenance and repair;
- *SBX1-2 (Huff):* Greenhouse Gas Reduction Fund – Requires that greenhouse gas funds generated from transportation fuels must be spent for transportation infrastructure, excluding high speed rail;
- *SBX1-3 (Vidak):* High Speed Rail Bonds – Provides that any new revenues from the sale of bonds for high speed rail must instead be used for road construction and repair;
- *SBX1-4 and -5 (Beall):* Transportation Funding Spot Bills;
- *SBX1-6 (Runner):* Greenhouse Gas Reduction Fund – Eliminates the existing 25% appropriation of the Greenhouse Gas Reduction Funds (GGRF) to high speed rail. All of the remaining GGRF

funds – 65% of total – are continuously appropriated to high priority transportation projects, as determined by the California Transportation Commission;

- *SBX1-7 (Allen)*: Diesel Sales and Use Tax – increases the sales tax on diesel dedicated to the State Transit Assistance (STA) program from 1.75% to 5.25%, raising an additional \$370M per year for transit operations. Identical to ABX1-8 (Chiu);
- *SBX1-8 (Hill)*: Public Transit Funding – Increases percentage of GGRF monies allocated to different programs as follows: from 35% to 50% for affordable housing program; from 10% to 20% for Transit and Intercity Rail Capital Program, and from 5% to 10% for Transit Operations Program. Identical to ABX1-7 (Nazarian);
- *SBX1-9 (Moorthach)*: Department of Transportation – Prohibits Caltrans from using any nonrecurring funds, such as loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position; also requires Caltrans to increase the percentage of architectural and engineering (A&E) contracts from 10% today to 15% beginning on July 1, 2016, and increasing each year to a minimum of 50% by July 1, 2023;
- *SBX1-10 (Bates)*: Regional Transportation Capital Improvement Funds – among numerous provisions would turn the regional share of the State Transportation Improvement Program (STIP) into a block grant program for the regions, to be appropriated annually through the state budget process;
- *SBX1-11 (Berryhill)*: California Environmental Quality Act Exemption for Roadway Improvement – Expands AB 323 by Assembly Member Kristin Olsen which extends to January 1, 2020 the sunset of a CEQA exemption in existing law for projects that 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 less than 100,000 to improve public safety and meets specified requirements. SBX1-11 would expand the exemption to projects (not just those in cities or counties with less than 100,000 population) and extends it to 2025.
- *SBX1-12 (Runner)*: California Transportation Commission (CTC) – would move the CTC from jurisdiction under the Transportation Agency and move responsibility for preparing the State Highway Operation and Protection Program (SHOPP) from Caltrans to the CTC, including allocating funds for projects and support;
- *SBX1-13 (Vidak)*: Office of the Transportation Inspector General – creates the Office of Transportation Inspector General as an independent office to ensure that all state agencies expending state transportation funds are operating efficiently, and in compliance with federal and state laws. Very similar to SB 878 (DeSaulnier) of 2011, vetoed by Governor Brown;
- *SBX1-14 (Canella)*: Public Private Partnerships – Eliminates January 1, 2017 sunset date for Public-Private Partnerships (P3) authority, similar to ABX1-2 (Perea);
- *SCAXI-1 (Huff)*: Transportation Revenue Restrictions – Prohibits the state from borrowing revenues from fees or taxes on the use or operation of vehicles. Stipulates also that any revenues from an increase in the Vehicle License Fee may only be used for road construction, repair and maintenance;
- *ABX1-1 (Alejo)*: Transportation Funding – Accelerates transportation loan repayment, returns weight fees to State Highway Account without General Fund backfill;
- *ABX1-2 (Perea)*: Public Private Partnerships – Would extend indefinitely Public Private Partnership (P3) authority for transportation projects set to sunset under current law on January 1, 2017;
- *ABX1-3 and -4 (Frazier)*: Transportation Funding Spot Bills;

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- *ABX1-5 (Hernandez)*: Farmworker Housing Assistance – increases the amount of tax credits available for farmworker housing from \$500,000 to \$25,000,000 annually;
- *ABX1-7 (Nazarian)*: Increases percentage of GGRF monies allocated to different programs as follows: from 35% to 50% for affordable housing program; from 10% to 20% for Transit and Intercity Rail Capital Program, and from 5% to 10% for Transit Operations Program. Identical to SBX1-8 (Hill);
- *ABX1-8 (Chiu)*: Diesel Sales and Use Tax – increases the sales tax on diesel dedicated to the State Transit Assistance (STA) program from 1.75% to 5.25%, raising an additional \$370M per year for transit operations. Identical to SBX1-7 (Allen).

SBX1-1

On June 22, 2015, Senate Transportation Committee Chair Jim Beall (D-San Jose) introduced SBX1-1 in the special session, which is very similar to his SB 16 introduced in the regular session and supported by SCAG on your recommendation. This bill would increase a number of taxes and fees to raise approximately \$3.5 billion to fund the state's transportation infrastructure. Bill provisions include a number of asks made by SCAG and the other major MPOs in the state, including a very significant, robust expansion of funding dedicated to freight corridor improvements; language clarifying that funds are eligible to be used for bicycle and pedestrian access/safety improvements in the context of local road maintenance projects as well as any State Highway Operation and Protection Program (SHOPP)-eligible project; and a fix to the variable portion of fuel excise taxes, ensuring they retain their purchasing power over time

The bill contains the following provisions related to funding sources:

- 12¢/gal. tax increase on gasoline (up from 10 cents in SB 16);
- 22¢/gal. increase on diesel fuel (up from 12 cents in SB 16);
- \$35 vehicle registration fee (same as SB 16);
- \$100 zero emission vehicle fee (same as SB 16);
- Loan repayments over 3 years (Same as SB 16);
- \$35 road access fee.

Additionally, SBX1-1 shares identical provisions with SB 16 with respect to incentives to counties to become 'Self-Help' by allocating 5% off the top of the increased funding to counties that become self-help. Additionally, the 50/50 distribution of the remainder of funds to the SHOPP and to local streets and roads is retained in SBX1-1 from SB 16. Provisions of the bill that are different from SB 16 include, with respect to weight fees, their current distribution to the state's general fund to pay transportation loans/bonds is unaffected whereas under SB 16 they were transferred back to the transportation highway account and backfilled by vehicle license fees. The increased diesel tax provides that .12 cents per gallon, rather than .02 cents under SB 16, is transferred to the Transportation Corridor Improvement Fund (TCIF), increasing the annual estimated funding for high volume freight corridors from \$50 million to \$300 million per year. SBX1-1 contains a CPI inflation adjustment component to all increases excise taxes, adjusted every three years beginning 2019. The bill makes eligible pedestrian and bike safety projects for funding when developed in conjunction with other projects.

SBX1-1, with SCAX1-1 (Huff) which explicitly prohibits the state from borrowing against fees or taxes on vehicles, as well as several other special session bills including SBX1-3, -9, -10, -11, -12, -13 and -14

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will be heard in the Senate Transportation and Infrastructure Development Committee on Wednesday, August 19, 2015. SCAG supports SBX1-1 and SCAX1-1, consistent with its prior Board action in support of SB 16 and SCA 7 whose policy provisions are substantively included in these special session bills.

Staff will continue to monitor and apprise the Committee of any significant actions occurring in the special session, including the anticipated Assembly funding proposal by Speaker Toni Atkins (D-San Diego) and Assembly Transportation Committee Chair Jim Frazier (D-Fairfield) expected to be introduced in the near future.

ATTACHMENTS:

None.

REPORT

DATE: August 18, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeff Dunn; Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: Federal Reauthorization Update – H.R. 22 – “DRIVE” Act

RECOMMENDED ACTION:

Information Only – No Action Needed.

EXECUTIVE SUMMARY:

This report highlights major provisions of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, H.R. 22, six-year surface transportation authorization legislation passed last month by the United States Senate that sets the authorizing priorities for the nation’s transportation system over that period. The bill, which includes identified funding for its first three years, would establish for the first time a national multimodal freight policy; would authorize funding for the national freight system; and would provide modest, incremental increased authorization levels for federal highways and metropolitan planning with more robust funding increases in transit and for bus and bus facilities. The bill now moves to the House for consideration though the Congress is in recess until Labor Day. After resuming session federal lawmakers will have until the end of October, when the current authorizing legislation expires, to either pass a bill or re-extend the current authorization.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

On July 30, 2015, the United States Senate passed its six-year surface transportation bill, H.R. 22, the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by vote of 65 – 34, incorporating the major policy provisions of separate titles passed earlier this summer by the Senate committees of jurisdiction for the bill, the Senate Environment and Public Works (EPW), Commerce, Science and Transportation, Banking, Housing and Urban Development, and Finance Committees.

The bill includes major freight program policy provisions that SCAG, through its national association of stakeholder partners, the Coalition of America’s Gateways and Trade Corridors (CAGTC), sought to include in the bill including a fully funded, multimodal national freight program, and national freight funding programs that are both performance based and formula based funded.

The bill passed by the Senate includes identified funding only for the first 3 years of the 6 year bill. The legislation combines a miscellaneous collection of spending cuts and revenue offsets (pay-fors) equal to the General Fund transfers to the Highway Trust Fund (HTF) to fully fund the first three years. The

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collection of offsets provides for a \$47.1 billion General Fund transfer to the HTF, with \$11.3 billion (24 percent) to the Mass Transit Account (MTA), and \$35.8 billion (76 percent) to the Highway Account (HA).

Even though only funding for first three years of the bill are identified, the bill includes authorizations for the six year term as follows:

- Authorization of \$11.65 billion over a six-year period to improve freight mobility on the national highway freight network;
- Creation and authorization of \$1.2 billion for the Assistance for Freight Grant Program, the first multimodal, freight-only competitive grant program, authorized through annual appropriations over six years;
- Creation and authorization of a freight-focused Assistance for Major Projects Program (AAMP) that provides \$2.1 billion over six years to support ‘megaprojects’;
- Increased authorization for Metropolitan Planning under both the Highway Division and the Public Transportation Division, which includes increase from FY15 funding authorization of \$313.6M to FY16/\$328.4M; FY17/338.5M; FY18/350.0M; FY19/\$361.5M; FY20/\$370.8M; and for FY21/\$380.3M for Highway Program Metropolitan Planning, with Public Transportation Division Metropolitan Planning authorization levels to remain the same as FY 15 at \$10M/year for FY’s 2016-21 (\$60M total);
- Authorization levels for the federal transit program would be increased by 8.78 percent in FY 2016 and by 25 percent over six years; total funding for the transit program authorized in the bill grows from \$10.695 billion in FY 2015 to \$13.36 billion in FY 2021;
- Authorization levels for the highway program obligation limits are increased by 3.4 percent in FY 2016, and 19 percent over six-years; total funding for the highway program authorized in the bill grows from \$40.256 billion in FY 2015 to \$48.0329B in FY 2021;
- Increases total bus and bus facility funding in 2016 by 42.78 percent; over the six-year authorization, the bill increases by \$387 million authorizations to the Bus and Bus Facilities Program, bringing the total program level up to \$815 million by FY 2021;
- Increases Urbanized Area Formula grants by \$862 million over 6 years;
- Provides a 12.12 percent increase, or \$262 million, in FY 2016 State of Good Repair (fixed-guideway) grants; total program grows an additional \$492 million over remainder of the authorization period.

Freight

The bill is significant in its freight policy provisions because it includes both a freight formula program and two merit-based grant programs, the Assistance for Major Projects Program – or AMPP – and the Assistance for Freight Projects Program. As detailed above, AMPP is authorized at 2.1 billion over six years to support ‘megaprojects’ and the Assistance for Freight Grant Program, the first multimodal, freight-only competitive grant program, is authorized to receive \$1.2 billion through the annual appropriations process over six years.

Transportation Alternatives Program

Another important provision of the bill is its 100% sub-allocation of the Transportation Alternatives Program (TAP). TAP – funded at approximately \$800 million annually for the nation – supports driving alternatives including pedestrian and bicycle facilities, non-driver access to public transportation, and

other roadway improvements. Currently TAP require that States “sub-allocate” 50% of their apportioned funds to areas within the State based on population share; the other 50% essentially can be spent by the State anywhere it chooses. Metropolitan Planning Organizations (MPOs) for areas over 200,000 population – called Transportation Management Areas (TMAs) – have control over which projects their federal dollars will support. The 100% sub-allocation provision of the bill gives authority for all TPA funding to be sub-allocated by population (as opposed to giving the State control of 50% of the TPA funds) giving greater local control of more funds.

Pay-Fors

The term ‘pay-for’ refers to identified ‘pay as you go’ funding sources in legislation to pay for its provisions rather than relying on deficit finance. Because the Highway Trust Fund (HTF) is structurally insolvent due to the fact that the federal gas tax has not been raised in over twenty years, and the Congress presently is unwilling to consider raising the gas tax, the bill has identified ‘pay-fors’ to fund the first three years of the authorization bill, under assumption that if a bill passes Congress will have three years to figure out how to pay for the final three years. Some of these pay-fors are not without controversy, and include for example a requirement to sell 100 million barrels of the 693 million barrels in the nation’s Strategic Petroleum Reserve (SPR) between 2018 and 2025, which is estimated to bring in \$9 billion if it can be sold at an assumed \$95 per barrel (which is \$30-40 more per-barrel than today’s price). Other pay-fors in the bill include indexing of customs fees, an extension of airport TSA fees through 2025, closing estate fee loopholes, and reducing the “fixed dividend rate” the Federal Reserve pays to banks. It is important to recognize that the bill, though a long-term six year measure does not in its present form address the structural funding imbalance of the nation’s transportation system, but relies on temporary and speculative pay-fors that will get increasingly more difficult to find and fund until the structural deficit is addressed.

State of Play

On the same day that H.R. 22 passed, July 30, 2015, the Senate also passed the House's short-term extension of the existing authorization law, H.R. 3236, authorizing federal transportation spending through October 29, 2015. This bill transfers \$8.068 billion from the General Fund to the Highway Trust Fund, allocating \$6.068 billion to the Highway Account and \$2 billion to the Mass Transit Account. The House and Senate are in recess for the month of August and resume session on Tuesday, September 8, 2015 (day after Labor Day). The House will then have until October 29 to pass a long-term authorization bill and for both chambers of Congress to go to conference committee to reconcile and approve differences between the House and Senate bills, if any, and send to the President for signature. Otherwise the Congress will need to again extend the existing authorization (i.e. status quo) funding levels beyond the October 29, 2015 expiration.

In addition the reauthorization bill, Congress also must address a number of ‘must pass’ bills in the fall, including perhaps first in priority the passage of a continuing resolution (CR) to assure the federal government can continue to pay bills after expiration of the current fiscal year on September 30, 2015. Because no appropriations bills have passed the Senate this year, a CR is all but certain to be needed in order to keep the federal government from shutting down. Legislation to raise the federal debt ceiling also must pass this fall in order to maintain government spending across the board at status quo levels considering the federal debt limit has already been reached in March of this year and the Treasury department has been borrowing from the Civil Service retirement fund and suspending scheduled contributions to the Federal Thrift Savings Plan in order to pay existing obligations without adding any new federal debt subject to the debt ceiling. Additionally a number of business tax credit extensions,

REPORT

also known as ‘tax extenders’ are expected to be considered by Congress prior to their expiration at the end of this year. These legislative priorities may impact the ability of Congress to pass a new surface transportation authorization bill this year. Staff will keep the Committee apprised of any significant developments when the Congress resumes session.

ATTACHMENTS:

None

SCAG Legislative Tracking Report Thursday, August 13, 2015

AB 2 (Alejo D) Community revitalization authority.

Introduced: 12/1/2014

Last Amended: 7/7/2015

Status: 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (July 14).
Re-referred to Com. on APPR.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

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.

History:

2014

Dec. 1 Read first time. To print.

Dec. 2 From printer. May be heard in committee January 1.

2015

Mar. 26 Referred to Coms. on H. & C.D. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Apr. 6 Re-referred to Com. on H. & C.D.

Apr. 15 From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 6. Noes 1.) (April 15). Re-referred to Com. on L. GOV.

Apr. 23 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.

May 6 From committee: Do pass. (Ayes 13. Noes 3.) (May 6).

May 7 Read second time. Ordered to third reading.

May 11 In Senate. Read first time. To Com. on RLS. for assignment.

May 11 Read third time. Passed. Ordered to the Senate. (Ayes 63. Noes 13. Page 1382.)

May 21 Referred to Coms. on GOV. & F. and T. & H.

June 15 From committee: Amend, and do pass as amended and re-refer to Com. on T. & H. (Ayes 5. Noes 1.) (June 10).

June 16 Read second time and amended. Re-referred to Com. on T. & H.

July 7 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.

July 15 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (July 14). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

AB 4 (Linder R) Vehicle weight fees: transportation bond debt service.

Introduced: 12/1/2014

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/16/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2014

Dec. 1 Read first time. To print.

Dec. 2 From printer. May be heard in committee January 1.

2015

Jan. 16 Referred to Com. on TRANS.

Apr. 9 In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG
Position: Tracking

Organization: VCTC
Position: Support

AB 8 (Gatto D) Emergency services: hit-and-run incidents.

Introduced: 12/1/2014

Last Amended: 7/6/2015

Status: 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 14). Re-referred to Com. on APPR.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

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.

History:

2014

Dec. 1 Read first time. To print.

Dec. 2 From printer. May be heard in committee January 1.

2015

Jan. 16 Referred to Coms. on TRANS. and PUB. S.

Mar. 24 From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on PUB. S.

Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 28). Re-referred to Com. on APPR.

May 6 In committee: Set, first hearing. Referred to APPR. suspense file.

May 28 From committee: Do pass. (Ayes 17. Noes 0.) (May 28). Read second time. Ordered to third reading.

June 2 In Senate. Read first time. To Com. on RLS. for assignment.

June 2 Read third time. Passed. Ordered to the Senate. (Ayes 79. Noes 0. Page 1764.)

June 11 Referred to Coms. on T. & H. and PUB. S.

June 23 In committee: Set, first hearing. Hearing canceled at the request of author.

July 2 From committee: Amend, and do pass as amended and re-refer to Com. on PUB. S. (Ayes 11. Noes 0.) (June 30).

July 6 Read second time and amended. Re-referred to Com. on PUB. S.

July 15 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 14). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

AB 21 (Perea D) California Global Warming Solutions Act of 2006: scoping plan.

Introduced: 12/1/2014

Last Amended: 5/5/2015

Status: 6/30/2015-Read second time. Ordered to third reading.

Location: 6/30/2015-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #77 SENATE ASSEMBLY BILLS-THIRD READING FILE

Summary:

Would require the State Air Resources Board in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector. This bill contains other related provisions and other existing laws.

History:

2014

Dec. 1 Read first time. To print.

Dec. 2 From printer. May be heard in committee January 1.

2015

Jan. 16 Referred to Com. on NAT. RES.

Apr. 13 In committee: Hearing postponed by committee.

May 4 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 27).

May 5 Read second time and amended.

May 6 Re-referred to Com. on APPR.

May 13 From committee: Do pass. (Ayes 17. Noes 0.) (May 13).

May 14 Read second time. Ordered to third reading.

May 18 In Senate. Read first time. To Com. on RLS. for assignment.

May 18 Read third time. Passed. Ordered to the Senate. (Ayes 73. Noes 0. Page 1484.)

May 28 Referred to Com. on E.Q.

June 17 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 17). Re-referred to Com. on APPR.

June 29 From committee: Be placed on second reading file pursuant to Senate Rule 28.8.

June 30 Read second time. Ordered to third reading.

Organization: SCAG

Position: Tracking

AB 23 (Patterson R) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.

Introduced: 12/1/2014

Status: 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.

Location: 3/23/2015-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:**2014**

Dec. 1 Read first time. To print.

Dec. 2 From printer. May be heard in committee January 1.

2015

Jan. 16 Referred to Com. on NAT. RES.

Mar. 23 In committee: Set, first hearing. Failed passage. Reconsideration granted.

Organization: SCAG

Position: Tracking

AB 33 (Quirk D) California Global Warming Solutions Act of 2006: Energy Sector Emissions Reduction Advisory Council.

Introduced: 12/1/2014

Last Amended: 6/23/2015

Status: 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would establish the EnergySector Emissions Reduction Advisory Council in state government and would require the council to recommend strategies for the electricity sector for incorporation into the scoping plan prepared by the state board, based on conclusions of specified analyses, including, among others, an analysis of the various strategies that could be implemented to reduce emissions of greenhouse

gases from the electricity sector and integrate increasing amounts of renewable energy into the electricity grid.

History:

2014

Dec. 1 Read first time. To print.
Dec. 2 From printer. May be heard in committee January 1.

2015

Jan. 22 Referred to Com. on NAT. RES.
Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.
Apr. 7 Re-referred to Com. on NAT. RES.
Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 27). Re-referred to Com. on APPR.
May 6 In committee: Set, first hearing. Referred to APPR. suspense file.
May 28 From committee: Amend, and do pass as amended. (Ayes 12. Noes 0.) (May 28).
June 1 Read second time and amended. Ordered returned to second reading.
June 2 Read second time. Ordered to third reading.
June 3 In Senate. Read first time. To Com. on RLS. for assignment.
June 3 Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 5. Page 1858.)
June 18 Referred to Coms. on E., U., & C. and E.Q.
June 23 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U., & C.
June 23 In committee: Hearing postponed by committee.
July 7 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 11. Noes 0.) (July 7). Re-referred to Com. on E.Q.

Organization: SCAG

Position: Tracking

AB 35 (Chiu D) Income taxes: credits: low-income housing: allocation increase.

Introduced: 12/1/2014

Last Amended: 5/20/2015

Status: 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (July 14). Re-referred to Com. on APPR.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would, for calendar years beginning 2016, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, 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. This bill contains other related provisions.

History:

2014

Dec. 1 Read first time. To print.
Dec. 2 From printer. May be heard in committee January 1.

2015

Jan. 22 Referred to Coms. on REV. & TAX. and H. & C.D.
Mar. 2 From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.
Mar. 3 Re-referred to Com. on REV. & TAX.
Mar. 5 Re-referred to Coms. on H. & C.D. and REV. & TAX. pursuant to Assembly Rule 96.
Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.
Apr. 7 Re-referred to Com. on H. & C.D.
Apr. 15 From committee: Amend, and do pass as amended and re-refer to Com. on REV. & TAX. (Ayes 7. Noes 0.) (April 15).
Apr. 16 Read second time and amended.
Apr. 20 Re-referred to Com. on REV. & TAX.
May 11 In committee: Set, first hearing. Referred to REV. & TAX. suspense file.
May 19 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (May 18).

May 20 Read second time and amended.
 May 21 Re-referred to Com. on APPR.
 May 27 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 Joint Rule 62(a), file notice suspended. (Page 1613.) From committee: Do pass. (Ayes 17. Noes 0.) (May 28). Read second time. Ordered to third reading.
 June 4 In Senate. Read first time. To Com. on RLS. for assignment.
 June 4 Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0. Page 1925.)
 June 18 Referred to Coms. on GOV. & F. and T. & H.
 July 1 From committee: Do pass and re-refer to Com. on T. & H. (Ayes 6. Noes 0.) (July 1). Re-referred to Com. on T. & H.
 July 15 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (July 14). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

AB 40 (Ting D) Toll bridges: pedestrians and bicycles.

Introduced: 12/1/2014
Last Amended: 4/15/2015
Status: 7/6/2015-In committee: Referred to APPR. suspense file.
Location: 7/6/2015-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and by private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.

History:

2014

Dec. 1 Read first time. To print.
 Dec. 2 From printer. May be heard in committee January 1.

2015

Jan. 22 Referred to Com. on TRANS.
 Apr. 6 In committee: Set, first hearing. Hearing canceled at the request of author.
 Apr. 14 From committee: Amend, and do pass as amended. (Ayes 13. Noes 2.) (April 13).
 Apr. 15 Read second time and amended. Ordered returned to second reading.
 Apr. 16 Read second time. Ordered to third reading. Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.
 Apr. 29 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 From committee: Do pass. (Ayes 13. Noes 4.) (May 28).
 June 1 Read second time. Ordered to third reading.
 June 2 In Senate. Read first time. To Com. on RLS. for assignment.
 June 2 Read third time. Passed. Ordered to the Senate. (Ayes 64. Noes 13. Page 1775.)
 June 11 Referred to Com. on T. & H.
 June 24 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 1.) (June 23). Re-referred to Com. on APPR.
 July 6 In committee: Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

AB 156 (Perea D) California Global Warming Solutions Act of 2006: disadvantaged communities.

Introduced: 1/20/2015
Last Amended: 7/1/2015
Status: 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.
Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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. This bill contains other related provisions.

History:

2015

Jan. 20 Read first time. To print.
 Jan. 21 From printer. May be heard in committee February 20.
 Feb. 2 Referred to Com. on NAT. RES.
 Mar. 26 From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.
 Apr. 6 Re-referred to Com. on NAT. RES.
 Apr. 15 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 13).
 Apr. 16 Read second time and amended.
 Apr. 20 Re-referred to Com. on APPR.
 Apr. 27 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.
 Apr. 28 Re-referred to Com. on APPR.
 Apr. 29 In committee: Set, first hearing. Referred to APPR. suspense file.
 June 1 From committee: Amend, and do pass as amended. (Ayes 17. Noes 0.) (May 28). Read second time and amended. Ordered returned to second reading.
 June 2 Read second time. Ordered to third reading.
 June 3 In Senate. Read first time. To Com. on RLS. for assignment.
 June 3 Read third time. Passed. Ordered to the Senate. (Ayes 76. Noes 0. Page 1886.)
 June 18 Referred to Com. on E.Q.
 June 23 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.
 June 25 In committee: Set, first hearing. Hearing canceled at the request of author.
 July 1 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.

Organization: SCAG

Position: Tracking

AB 173 (Holden D) Golf carts: City of La Verne.

Introduced: 1/22/2015

Status: 7/13/2015-Chaptered by Secretary of State - Chapter 65, Statutes of 2015.

Location: 7/13/2015-A. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law, until January 1, 2016, provides an exemption from the separated golf cart lane requirement for street and highway segments in the City of La Verne that, among other requirements, have a speed limit of 25 miles per hour or less and are immediately adjacent to or surrounded by the campus of a university or a retirement community, if the city council makes specified findings. This bill would delete the January 1, 2016, termination date applicable to the provisions relating to the City of La Verne, thereby making those provisions operative indefinitely.

History:

2015

Jan. 22 Read first time. To print.
 Jan. 23 From printer. May be heard in committee February 22.
 Feb. 2 Referred to Com. on TRANS.
 Mar. 24 From committee: Do pass. (Ayes 16. Noes 0.) (March 23).
 Mar. 25 Read second time. Ordered to third reading.
 Apr. 6 In Senate. Read first time. To Com. on RLS. for assignment.
 Apr. 6 Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0. Page 771.)
 May 7 Referred to Com. on T. & H.
 June 10 From committee: Do pass. (Ayes 10. Noes 0.) (June 9).
 June 11 Read second time. Ordered to third reading.
 June 17 Ordered to special consent calendar.
 June 22 Read third time. Passed. Ordered to the Assembly. (Ayes 37. Noes 0. Page 1550.).
 June 23 In Assembly. Ordered to Engrossing and Enrolling.
 June 29 Enrolled measure version corrected.

July 1 Enrolled and presented to the Governor at 2:30 p.m.
 July 13 Chaptered by Secretary of State - Chapter 65, Statutes of 2015.
 July 13 Approved by the Governor.

Organization: SCAG
Position: Tracking

AB 194 (Frazier D) High-occupancy toll lanes.

Introduced: 1/28/2015

Last Amended: 7/2/2015

Status: 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (July 14). Re-referred to Com. on APPR.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified

History:

2015

Jan. 28 Read first time. To print.
 Jan. 29 From printer. May be heard in committee February 28.
 Feb. 9 Referred to Com. on TRANS.
 Apr. 7 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 8 Re-referred to Com. on TRANS.
 Apr. 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.
 Apr. 29 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 From committee: Amend, and do pass as amended. (Ayes 11. Noes 3.) (May 28).
 June 1 Read second time and amended. Ordered returned to second reading.
 June 2 Read second time. Ordered to third reading.
 June 3 In Senate. Read first time. To Com. on RLS. for assignment.
 June 3 Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 17. Page 1862.)
 June 18 Referred to Com. on T. & H.
 June 30 In committee: Hearing postponed by committee.
 July 2 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.
 July 15 From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (July 14). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

AB 210 (Gatto D) High-occupancy vehicle lanes: County of Los Angeles.

Introduced: 2/2/2015

Status: 7/6/2015-In committee: Referred to APPR. suspense file.

Location: 7/6/2015-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 2 Read first time. To print.
 Feb. 3 From printer. May be heard in committee March 5.
 Feb. 9 Referred to Com. on TRANS.
 Mar. 24 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (March 23). Re-referred to Com. on APPR.
 Apr. 15 In committee: Set, first hearing. Referred to suspense file.
 May 28 From committee: Do pass. (Ayes 16. Noes 0.) (May 28). Read second time. Ordered to third reading.
 June 1 In Senate. Read first time. To Com. on RLS. for assignment.
 June 1 Read third time. Passed. Ordered to the Senate. (Ayes 77. Noes 1. Page 1705.)
 June 11 Referred to Com. on T. & H.
 June 24 From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 23). Re-referred to Com. on APPR.
 July 6 In committee: Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

AB 218 (Melendez R) State Highway Route 74.

Introduced: 2/2/2015
Status: 7/6/2015-In committee: Referred to APPR. suspense file.
Location: 7/6/2015-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
 Current law authorizes the California Transportation Commission to relinquish certain state highway segments to local agencies. This bill would authorize the commission to relinquish to the County of Riverside that portion of State Highway Route 74 located in the unincorporated area east of the City of Lake Elsinore and west of the City of Perris under specified conditions.

History:

2015
 Feb. 2 Read first time. To print.
 Feb. 3 From printer. May be heard in committee March 5.
 Feb. 9 Referred to Com. on TRANS.
 Mar. 24 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.
 Apr. 15 In committee: Set, first hearing. Referred to suspense file.
 May 28 From committee: Do pass. (Ayes 17. Noes 0.) (May 28). Read second time. Ordered to third reading.
 June 1 In Senate. Read first time. To Com. on RLS. for assignment.
 June 1 Read third time. Passed. Ordered to the Senate. (Ayes 80. Noes 0. Page 1671.)
 June 11 Referred to Com. on T. & H.
 June 24 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 23). Re-referred to Com. on APPR.
 July 6 In committee: Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

AB 227 (Alejo D) Transportation funding.

Introduced: 2/3/2015
Last Amended: 4/15/2015
Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was BUDGET. on 4/16/2015)
Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
 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.

History:

2015

Feb. 3 Read first time. To print.
 Feb. 4 From printer. May be heard in committee March 6.
 Feb. 17 Referred to Coms. on TRANS. and BUDGET.
 Apr. 14 From committee: Amend, and do pass as amended and re-refer to Com. on BUDGET. (Ayes 16. Noes 0.) (April 13).
 Apr. 15 Read second time and amended.
 Apr. 16 Re-referred to Com. on BUDGET.

Organization: SCAG
Position: Support

AB 313 (Atkins D) Enhanced infrastructure financing districts.

Introduced: 2/12/2015
Last Amended: 6/30/2015
Status: 7/16/2015-Read second time. Ordered to Consent Calendar.
Location: 7/16/2015-S. CONSENT CALENDAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:
 8/17/2015 #191 SENATE CONSENT CALENDAR-FIRST LEGISLATIVE DAY

Summary:
 Would require, after the adoption of a resolution of intention to establish the 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.

History:
2015
 Feb. 12 Read first time. To print.
 Feb. 13 From printer. May be heard in committee March 15.
 Feb. 23 Referred to Com. on L. GOV.
 May 7 From committee: Do pass. To Consent Calendar. (Ayes 9. Noes 0.) (May 6).
 May 11 Read second time. Ordered to Consent Calendar.
 May 14 In Senate. Read first time. To Com. on RLS. for assignment.
 May 14 Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0. Page 1453.)
 May 28 Referred to Coms. on GOV. & F. and T. & H.
 June 30 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.
 July 8 From committee: Do pass and re-refer to Com. on T. & H. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (July 8). Re-referred to Com. on T. & H.
 July 15 From committee: Do pass. To Consent Calendar. (Ayes 11. Noes 0.) (July 14).
 July 16 Read second time. Ordered to Consent Calendar.

Organization: SCAG
Position: Tracking

AB 323 (Olsen R) California Environmental Quality Act: exemption: roadway improvement.

Introduced: 2/13/2015
Last Amended: 4/6/2015
Status: 7/6/2015-Chaptered by Secretary of State - Chapter 52, Statutes of 2015.
Location: 7/6/2015-A. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
 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.

History:
2015
 Feb. 13 Read first time. To print.
 Feb. 17 From printer. May be heard in committee March 19.

Feb. 23 Referred to Coms. on NAT. RES. and TRANS.
 Mar. 26 From committee: Amend, and do pass as amended and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (March 23).
 Apr. 6 Read second time and amended.
 Apr. 7 Re-referred to Com. on TRANS.
 Apr. 21 From committee: Do pass. To Consent Calendar. (Ayes 15. Noes 0.) (April 20).
 Apr. 22 Read second time. Ordered to Consent Calendar.
 Apr. 27 In Senate. Read first time. To Com. on RLS. for assignment.
 Apr. 27 Read third time. Passed. Ordered to the Senate. (Ayes 79. Noes 0. Page 1145.)
 May 7 Referred to Com. on E.Q.
 June 17 From committee: Do pass. To Consent Calendar. (Ayes 7. Noes 0.) (June 17).
 June 18 Read second time. Ordered to Consent Calendar.
 June 22 Read third time. Passed. Ordered to the Assembly. (Ayes 37. Noes 0. Page 1548.).
 June 23 In Assembly. Ordered to Engrossing and Enrolling.
 June 26 Enrolled and presented to the Governor at 11 a.m.
 July 6 Chaptered by Secretary of State - Chapter 52, Statutes of 2015.
 July 6 Approved by the Governor.

Organization: SCAG
Position: Tracking

Organization: CSAC
Position: Support

AB 338 (Hernández, Roger D) Los Angeles County Metropolitan Transportation Authority: transactions and use tax.

Introduced: 2/13/2015
Last Amended: 4/13/2015
Status: 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 5/21/2015)
Location: 7/17/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 13 Read first time. To print.
 Feb. 17 From printer. May be heard in committee March 19.
 Mar. 19 Referred to Coms. on L. GOV. and TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
 Mar. 23 Re-referred to Com. on L. GOV.
 Apr. 13 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
 Apr. 14 Re-referred to Com. on L. GOV.
 Apr. 23 From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.
 Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 5.) (April 27). Re-referred to Com. on APPR.
 May 6 From committee: Do pass. (Ayes 12. Noes 5.) (May 6).
 May 7 Read second time. Ordered to third reading.
 May 11 In Senate. Read first time. To Com. on RLS. for assignment.
 May 11 Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 29. Page 1384.)
 May 21 Referred to Coms. on T. & H. and GOV. & F.
 June 15 In committee: Hearing postponed by committee.

Organization: SCAG
Position: Tracking

AB 360 (Melendez R) Airports: evaluation.

Introduced: 2/17/2015
Last Amended: 3/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

The State Aeronautics Act authorizes the Department of Transportation to evaluate the need for an airport, owned or operated by the United States in this state that ceases to be so owned or operated, in the state's public-use airport system, as specified. The act requires the department, before finalizing the evaluation, to submit a copy of its report to the California Transportation Commission for review and comment and requires the commission to complete its review and comment, as specified, not later than 45 days after receiving the evaluation. This bill would instead require the commission to complete its review and comment not later than 50 days after receiving the evaluation.

History:

2015

Feb. 17 Read first time. To print.

Feb. 18 From printer. May be heard in committee March 20.

Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 6 Re-referred to Com. on TRANS.

Apr. 8 In committee: Hearing postponed by committee.

Organization: SCAG

Position: Tracking

AB 516 (Mullin D) Vehicles: temporary license plates.

Introduced: 2/23/2015

Last Amended: 7/16/2015

Status: 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/16/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 23 Read first time. To print.

Feb. 24 From printer. May be heard in committee March 26.

Mar. 5 Referred to Com. on TRANS.

Apr. 20 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 21 Re-referred to Com. on TRANS.

Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 27). Re-referred to Com. on APPR.

May 13 In committee: Hearing postponed by committee.

May 20 In committee: Set, first hearing. Referred to APPR. suspense file.

May 28 From committee: Amend, and do pass as amended. (Ayes 12. Noes 0.) (May 28).

June 1 Read second time and amended. Ordered returned to second reading.

June 2 Read second time. Ordered to third reading.

June 4 In Senate. Read first time. To Com. on RLS. for assignment.

June 4 Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 1. Page 1924.)

June 18 Referred to Coms. on T. & H. and PUB. S.

June 30 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.

July 8 From committee: Do pass and re-refer to Com. on PUB. S. (Ayes 10. Noes 0.) (July 7). Re-referred to Com. on PUB. S.

July 15 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 14).

July 16 Read second time and amended. Re-referred to Com. on APPR.

Organization: SANDAG
Position: Support

AB 620 (Hernández, Roger D) High-occupancy toll lanes: exemptions from tolls.

Introduced: 2/24/2015

Status: 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2015)

Location: 5/15/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.

History:

2015

Feb. 24 Read first time. To print.

Feb. 25 From printer. May be heard in committee March 27.

Mar. 9 Referred to Com. on TRANS.

Apr. 27 In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

AB 641 (Mayes R) Environmental quality: housing developments.

Introduced: 2/24/2015

Last Amended: 3/26/2015

Status: 6/8/2015-From committee: Without further action pursuant to Joint Rule 62(a).

Location: 5/1/2015-A. 2 YEAR

2 year	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the Judicial Council, on or before July 1, 2016, to adopt a rule of court to establish procedures applicable to actions or proceedings seeking judicial review of a public agency's action in certifying the environmental impact report and in granting approval for housing developments, as defined. The procedures would require the actions or proceedings, including any appeals therefrom, to be resolved, to the extent feasible, within 270 days of the certification of the record of proceedings. The bill would prohibit a court from staying or enjoining those housing developments unless it makes specified findings.

History:

2015

Feb. 24 Read first time. To print.

Feb. 25 From printer. May be heard in committee March 27.

Mar. 26 Referred to Coms. on NAT. RES. and JUD. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

Apr. 6 Re-referred to Com. on NAT. RES.

Apr. 27 In committee: Set, first hearing. Failed passage.

June 8 From committee: Without further action pursuant to Joint Rule 62(a).

Organization: SCAG

Position: Tracking

AB 692 (Quirk D) Low-carbon transportation fuels.

Introduced: 2/25/2015

Last Amended: 6/2/2015

Status: 7/16/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 15). Re-referred to Com. on APPR.

Location: 7/16/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

Summary:

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels of 1990. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill, commencing January 1, 2017, would require at least 3% of the aggregate amount of transportation fuel purchased by state agencies that are buyers of transportation fuel to be procured from very low carbon transportation fuel sources. The bill would require the percentage to be increased by 1% each year thereafter until January 1, 2024.

History:

2015

Feb. 25 Read first time. To print.
 Feb. 26 From printer. May be heard in committee March 28.
 Mar. 9 Referred to Coms. on NAT. RES. and A. & A.R.
 Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.
 Apr. 7 Re-referred to Com. on NAT. RES.
 Apr. 16 From committee: Amend, and do pass as amended and re-refer to Com. on A. & A.R. (Ayes 6. Noes 3.) (April 13).
 Apr. 20 Read second time and amended.
 Apr. 21 Re-referred to Com. on A. & A.R.
 Apr. 29 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 29). Re-referred to Com. on APPR.
 May 27 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 Joint Rule 62(a), file notice suspended. (Page 1613.)
 June 1 From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (May 28).
 June 2 Read second time and amended. Ordered returned to second reading.
 June 3 Read second time. Ordered to third reading.
 June 4 In Senate. Read first time. To Com. on RLS. for assignment.
 June 4 Read third time. Passed. Ordered to the Senate. (Ayes 52. Noes 27. Page 1915.)
 June 18 Referred to Coms. on T. & H. and E.Q.
 July 1 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 8. Noes 2.) (June 30). Re-referred to Com. on E.Q.
 July 16 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (July 15). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

[AB 779](#) ([Garcia, Cristina D](#)) Environmental quality: transit priority areas.

Introduced: 2/25/2015

Last Amended: 6/1/2015

Status: 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 7/7/2015)

Location: 7/17/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize the Office of Planning and Research to determine that transportation impacts for residential and mixed-use projects in transit priority areas do not meet the threshold of significance.

History:

2015

Feb. 25 Read first time. To print.
 Feb. 26 From printer. May be heard in committee March 28.
 Mar. 26 Referred to Coms. on TRANS. and NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.
 Apr. 14 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 15 Re-referred to Com. on TRANS.
 Apr. 21 From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.

Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 27). Re-referred to Com. on APPR.
 May 13 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 From committee: Amend, and do pass as amended. (Ayes 12. Noes 0.) (May 28).
 June 1 Read second time and amended. Ordered returned to second reading.
 June 2 Read second time. Ordered to third reading.
 June 3 In Senate. Read first time. To Com. on RLS. for assignment.
 June 3 Read third time. Passed. Ordered to the Senate. (Ayes 77. Noes 1. Page 1870.)
 June 18 Referred to Com. on RLS.
 July 7 Re-referred to Com. on E.Q.

Organization: SCAG
Position: Tracking

AB 828 (Low D) Vehicles: transportation services.

Introduced: 2/26/2015

Last Amended: 7/14/2015

Status: 7/16/2015-Joint Rule 61 suspended. (Page 1988.) Re-referred to Com. on E., U., & C.

Location: 7/16/2015-S. E. U., & C.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 12 Referred to Coms. on U. & C. and TRANS.
 Apr. 13 In committee: Hearing postponed by committee.
 Apr. 16 Re-referred to Com. on TRANS. pursuant to Assembly Rule 96.
 Apr. 20 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 21 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Do pass. (Ayes 14. Noes 0.) (April 27).
 Apr. 29 Read second time. Ordered to third reading.
 May 4 In Senate. Read first time. To Com. on RLS. for assignment.
 May 4 Read third time. Passed. Ordered to the Senate. (Ayes 71. Noes 1. Page 1257.)
 May 14 Referred to Com. on T. & H.
 June 15 In committee: Hearing postponed by committee.
 June 25 In committee: Hearing postponed by committee.
 July 13 From committee: Amend, and do pass as amended and re-refer to Com. on RLS. (Ayes 6. Noes 5.) (July 7).
 July 14 Read second time and amended. Re-referred to Com. on RLS.
 July 16 Joint Rule 61 suspended. (Page 1988.) Re-referred to Com. on E., U., & C.

Organization: SCAG
Position: Tracking

AB 851 (Mayes R) Local government: organization: disincorporations.

Introduced: 2/26/2015

Last Amended: 6/30/2015

Status: 7/14/2015-Read second time. Ordered to third reading.

Location: 7/14/2015-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #139 SENATE ASSEMBLY BILLS-THIRD READING FILE

Summary:

Current law authorizes a local agency which is conducting proceedings for the incorporation of a city,

formation of a district, change of organization, a reorganization, a change of organization of a city, or a municipal reorganization to propose the adoption of a special tax on behalf of the affected city or district in accordance with this procedure. This bill would additionally authorize a local agency conducting proceedings for the disincorporation of a city to propose the adoption of a special tax on behalf of an affected city in accordance with the above-described procedure.

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 16 Referred to Com. on L. GOV.
 Apr. 13 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.
 Apr. 14 Re-referred to Com. on L. GOV.
 Apr. 23 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on APPR.
 May 7 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.
 May 11 Re-referred to Com. on APPR.
 May 13 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (May 13).
 May 14 Read second time. Ordered to Consent Calendar.
 May 18 From Consent Calendar. Ordered to third reading.
 May 22 In Senate. Read first time. To Com. on RLS. for assignment.
 May 22 Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0. Page 1550.)
 June 4 Referred to Com. on GOV. & F.
 June 15 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.
 June 17 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.
 June 29 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 24).
 June 30 Read second time and amended. Re-referred to Com. on APPR.
 July 13 From committee: Be placed on second reading file pursuant to Senate Rule 28.8.
 July 14 Read second time. Ordered to third reading.

Organization: SCAG

Position: Tracking

AB 857 (Perea D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Introduced: 2/26/2015

Last Amended: 6/23/2015

Status: 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would annually, between January 2, 2018, and January 1, 2023, inclusive, require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard.

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 26 Referred to Coms. on TRANS. and NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.
 Apr. 14 From committee: Amend, and do pass as amended and re-refer to Com. on NAT. RES. (Ayes 16. Noes 0.) (April 13).
 Apr. 15 Read second time and amended.
 Apr. 16 Re-referred to Com. on NAT. RES.
 May 4 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 27).

May 5 Read second time and amended.
 May 6 Re-referred to Com. on APPR.
 May 20 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 From committee: Do pass. (Ayes 17. Noes 0.) (May 28). Read second time. Ordered to third reading.
 June 1 In Senate. Read first time. To Com. on RLS. for assignment.
 June 1 Read third time. Passed. Ordered to the Senate. (Ayes 80. Noes 0. Page 1718.)
 June 11 Referred to Coms. on T. & H. and E.Q.
 June 16 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.
 June 23 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.
 July 1 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 8. Noes 1.) (June 30). Re-referred to Com. on E.Q.

Organization: SCAG
Position: Tracking

AB 877 (Chu D) Transportation.

Introduced: 2/26/2015

Last Amended: 3/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 26 Read first time. To print.

Feb. 27 From printer. May be heard in committee March 29.

Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 6 Re-referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 914 (Brown D) Toll facilities: County of San Bernardino.

Introduced: 2/26/2015

Last Amended: 6/30/2015

Status: 7/14/2015-Read second time. Ordered to third reading.

Location: 7/14/2015-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #152 SENATE ASSEMBLY BILLS-THIRD READING FILE

Summary:

Would authorize the San Bernardino County Transportation Commission to conduct, administer, and operate a value-pricing program that includes HOT lanes and other toll facilities on 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.

History:

2015

Feb. 26 Read first time. To print.

Feb. 27 From printer. May be heard in committee March 29.

Mar. 16 Referred to Com. on TRANS.

Apr. 6 In committee: Set, first hearing. Hearing canceled at the request of author.

Apr. 8 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 9 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27).
 Apr. 29 Read second time and amended.
 Apr. 30 Re-referred to Com. on APPR.
 May 13 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (May 13).
 May 14 Read second time. Ordered to Consent Calendar.
 May 22 From Consent Calendar. Ordered to third reading.
 May 28 In Senate. Read first time. To Com. on RLS. for assignment.
 May 28 Read third time. Passed. Ordered to the Senate. (Ayes 69. Noes 7. Page 1632.)
 June 11 Referred to Com. on T. & H.
 June 29 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 23).
 June 30 Read second time and amended. Re-referred to Com. on APPR.
 July 13 From committee: Do pass. (Ayes 5. Noes 2.) (July 13).
 July 14 Read second time. Ordered to third reading.

Organization: SANBAG
Position: Support (Work With Author)

Organization: SCAG
Position: Support

Organization: SANDAG
Position: Support

AB 945 (Ting D) Sales and use taxes: exemption: low-emission vehicles.

Introduced: 2/26/2015

Last Amended: 5/20/2015

Status: 5/28/2015-Joint Rule 62(a), file notice suspended. (Page 1613.) In committee: Held under submission.

Location: 5/27/2015-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 16 Referred to Com. on REV. & TAX.
 Apr. 27 From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.
 Apr. 28 Re-referred to Com. on REV. & TAX.
 May 18 In committee: Set, first hearing. Referred to REV. & TAX. suspense file.
 May 19 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (May 18).
 May 20 Read second time and amended.
 May 21 Re-referred to Com. on APPR.
 May 27 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 Joint Rule 62(a), file notice suspended. (Page 1613.) In committee: Held under submission.

Organization: SCAG
Position: Tracking

AB 946 (Ting D) Electric vehicle charging stations.

Introduced: 2/26/2015

Last Amended: 4/21/2015

Status: 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/28/2015)

Location: 5/29/2015-A. 2 YEAR

Desk	Policy	2 year	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law requires the State Energy Resources Conservation and Development Commission to implement the Alternative and Renewable Fuel Vehicle Technology Program to provide financial assistance to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law includes within the program alternative and renewable fuel infrastructure, fueling stations, and equipment. This bill would specify that alternative and renewable fuel infrastructure includes electric vehicle charging infrastructure in disadvantaged communities.

History:

2015

Feb. 26 Read first time. To print.

Feb. 27 From printer. May be heard in committee March 29.

Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 6 Re-referred to Com. on TRANS.

Apr. 8 In committee: Set, first hearing. Hearing canceled at the request of author.

Apr. 21 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 22 Re-referred to Com. on TRANS.

Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

[AB 965](#) ([Garcia, Eduardo D](#)) California and Mexico border: water resources improvement.

Introduced: 2/26/2015

Last Amended: 6/16/2015

Status: 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would add the Secretary of State and Consumer Services as a member of the California-Mexico Border Relations Council and provide that the Regional Administrator of the United States Environmental Protection Agency, Region 9, may appoint a representative from his or her staff to serve as an ex-officio, non-voting member of the council. The bill would require the council to invite the participation of representatives of the State of Baja California and the Mexican government to participate in meetings.

History:

2015

Feb. 26 Read first time. To print.

Feb. 27 From printer. May be heard in committee March 29.

Mar. 16 Referred to Coms. on E.S. & T.M. and W., P., & W.

Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on E.S. & T.M. Read second time and amended.

Apr. 7 Re-referred to Com. on E.S. & T.M.

Apr. 15 From committee: Do pass and re-refer to Com. on W., P., & W. (Ayes 6. Noes 0.) (April 14). Re-referred to Com. on W., P., & W.

Apr. 30 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 28).

May 4 Read second time and amended.

May 5 Re-referred to Com. on APPR.

May 20 In committee: Set, first hearing. Referred to APPR. suspense file.

May 28 From committee: Do pass. (Ayes 17. Noes 0.) (May 28). Read second time. Ordered to third reading.

June 1 In Senate. Read first time. To Com. on RLS. for assignment.

June 1 Read third time. Passed. Ordered to the Senate. (Ayes 80. Noes 0. Page 1721.)

June 11 Referred to Coms. on N.R. & W. and E.Q.

June 16 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.

June 24 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 8. Noes 0.) (June 23). Re-referred to Com. on E.Q.

Organization: SCAG

Position: Tracking

AB 1008 (Quirk D) Public utilities: sale of hydrogen to public as a motor vehicle fuel.

Introduced: 2/26/2015

Status: 7/15/2015-Chaptered by Secretary of State - Chapter 109, Statutes of 2015.

Location: 7/15/2015-A. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would provide that the ownership or operation of a facility that sells hydrogen at retail to the public for use only as a motor vehicle fuel, and the selling of hydrogen at retail from that facility to the public for use only as a motor vehicle fuel, does not make the corporation or person a public utility solely because of that ownership, operation, or sale.

History:

2015

Feb. 26 Read first time. To print.

Feb. 27 From printer. May be heard in committee March 29.

Mar. 19 Referred to Com. on U. & C.

Apr. 14 From committee: Do pass. To Consent Calendar. (Ayes 14. Noes 0.) (April 13).

Apr. 15 Read second time. Ordered to Consent Calendar.

Apr. 20 In Senate. Read first time. To Com. on RLS. for assignment.

Apr. 20 Read third time. Passed. Ordered to the Senate. (Ayes 80. Noes 0. Page 1015.)

May 7 Referred to Com. on E., U., & C.

June 16 From committee: Do pass. (Ayes 10. Noes 0.) (June 16).

June 17 Read second time. Ordered to third reading.

June 29 In Assembly. Ordered to Engrossing and Enrolling.

June 29 Read third time. Passed. Ordered to the Assembly. (Ayes 37. Noes 0. Page 1662.)

July 9 Enrolled and presented to the Governor at 2 p.m.

July 15 Chaptered by Secretary of State - Chapter 109, Statutes of 2015.

July 15 Approved by the Governor.

Organization: SCAG

Position: Tracking

AB 1033 (Garcia, Eduardo D) Infrastructure financing.

Introduced: 2/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was J., E.D. & E. on 3/19/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The 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.

History:

2015

Feb. 26 Read first time. To print.

Feb. 27 From printer. May be heard in committee March 29.

Mar. 19 Referred to Coms. on J., E.D., & E. and TRANS.

Organization: SCAG

Position: Tracking

AB 1068 (Allen, Travis R) California Environmental Quality Act: priority projects.

Introduced: 2/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program.

History:

2015

Feb. 26 Read first time. To print.

Feb. 27 From printer. May be heard in committee March 29.

Mar. 19 Referred to Coms. on NAT. RES. and JUD.

Apr. 6 In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

AB 1074 (Garcia, Cristina D) Alternative fuels: infrastructure.

Introduced: 2/27/2015

Last Amended: 4/15/2015

Status: 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/28/2015)

Location: 5/29/2015-A. 2 YEAR

Desk	Policy	2 year	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would add a definition of "alternative fuel" and would provide that it is the policy of the state to help accelerate the adoption of vehicles using alternative fuels throughout the state by increasing the amount of charging and refueling options needed to facilitate electric, hydrogen, and natural gas vehicles traveling along all passenger and goods movement corridors on federal and state highways. The bill would require the State Energy Resources Conservation and Development Commission to conduct an assessment and develop an integrated strategy to maximize the benefits and scope of an alternative refueling infrastructure, as defined, to help the state achieve its climate change, air quality, and economic goals and this newly stated policy.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 6 Re-referred to Com. on TRANS.

Apr. 14 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 13).

Apr. 15 Read second time and amended.

Apr. 16 Re-referred to Com. on APPR.

Apr. 29 In committee: Set, first hearing. Referred to APPR. suspense file.

May 28 In committee: Held under submission.

Organization: SCAG

Position: Tracking

AB 1095 (Garcia, Eduardo D) Salton Sea: restoration projects.

Introduced: 2/27/2015

Last Amended: 7/7/2015

Status: 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 14). Re-referred to Com. on APPR.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 Anticipated Hearing SENATE APPR., Not in daily file.

Summary:

Would require, on or before March 31, 2016, the Natural Resources Agency to submit to the Legislature a list of shovel-ready , as defined, Salton Sea restoration projects, including information regarding project costs and project completion timelines.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 19 Referred to Com. on W., P., & W.
 Apr. 28 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (April 28).
 Apr. 29 Read second time and amended.
 Apr. 30 Re-referred to Com. on APPR.
 May 13 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 From committee: Amend, and do pass as amended. (Ayes 12. Noes 0.) (May 28).
 June 1 Read second time and amended. Ordered returned to second reading.
 June 2 Read second time. Ordered to third reading.
 June 3 In Senate. Read first time. To Com. on RLS. for assignment.
 June 3 Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0. Page 1874.)
 June 18 Referred to Com. on N.R. & W.
 July 7 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.
 July 15 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 14). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

AB 1096 (Chiu D) Vehicles: electric bicycles.

Introduced: 2/27/2015

Last Amended: 6/15/2015

Status: 7/7/2015-Read second time. Ordered to third reading.

Location: 7/7/2015-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #106 SENATE ASSEMBLY BILLS-THIRD READING FILE

Summary:

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. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.
 Apr. 22 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 23 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27).
 Apr. 29 Read second time and amended.
 Apr. 30 Re-referred to Com. on APPR.
 May 13 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (May 13).
 May 14 Read second time. Ordered to Consent Calendar.
 May 22 In Senate. Read first time. To Com. on RLS. for assignment.
 May 22 Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0. Page 1563.)
 June 4 Referred to Com. on T. & H.
 June 15 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.

June 24 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 23). Re-referred to Com. on APPR.

July 6 From committee: Be placed on second reading file pursuant to Senate Rule 28.8.

July 7 Read second time. Ordered to third reading.

Organization: SCAG

Position: Tracking

AB 1098 (Bloom D) Transportation: congestion management.

Introduced: 2/27/2015

Last Amended: 3/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Mar. 26 Referred to Coms. on TRANS. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 6 Re-referred to Com. on TRANS.

Apr. 14 In committee: Hearing postponed by committee.

Apr. 16 In committee: Hearing postponed by committee.

Organization: SCAG

Position: Tracking

AB 1171 (Linder R) Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.

Introduced: 2/27/2015

Last Amended: 6/19/2015

Status: 7/16/2015-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 14 pursuant to Assembly Rule 77.

Location: 7/16/2015-A. CONCURRENCE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #28 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS

Summary:

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.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Mar. 23 Referred to Com. on TRANS.

Mar. 26 In committee: Set, first hearing. Hearing canceled at the request of author.

Apr. 14 In committee: Set, second hearing. Hearing canceled at the request of author. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 15 Re-referred to Com. on TRANS.
 Apr. 21 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 22 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 27). Re-referred to Com. on APPR.
 May 6 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (May 6).
 May 7 Read second time. Ordered to Consent Calendar.
 May 14 In Senate. Read first time. To Com. on RLS. for assignment.
 May 14 Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0. Page 1450.)
 May 28 Referred to Com. on T. & H.
 June 18 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 16).
 June 19 Read second time and amended. Re-referred to Com. on APPR.
 July 6 From committee: Do pass. (Ayes 7. Noes 0.) (July 6).
 July 7 Read second time. Ordered to third reading.
 July 13 Ordered to special consent calendar.
 July 16 In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 14 pursuant to Assembly Rule 77.
 July 16 Read third time. Passed. Ordered to the Assembly. (Ayes 38. Noes 0. Page 1987.).

Organization: SCAG
Position: Tracking

AB 1176 (Perea D) Vehicular air pollution.

Introduced: 2/27/2015

Last Amended: 7/7/2015

Status: 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.

Location: 7/15/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill contains other related provisions.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 23 Referred to Com. on TRANS.
 Apr. 16 In committee: Set, first hearing. Hearing canceled at the request of author.
 Apr. 20 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 21 Re-referred to Com. on TRANS.
 Apr. 23 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 27 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 1.) (April 27). Re-referred to Com. on APPR.
 May 13 In committee: Set, first hearing. Referred to APPR. suspense file.
 May 28 From committee: Amend, and do pass as amended. (Ayes 13. Noes 0.) (May 28).
 June 1 Read second time and amended. Ordered returned to second reading.
 June 2 Read second time. Ordered to third reading.
 June 3 In Senate. Read first time. To Com. on RLS. for assignment.
 June 3 Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 78. Noes 0. Page 1876.).
 June 18 Referred to Coms. on T. & H. and E.Q.
 July 6 From committee: Amend, and do pass as amended and re-refer to Com. on E.Q. (Ayes 10. Noes 0.) (June 30).

July 7 Read second time and amended. Re-referred to Com. on E.Q.

Organization: SCAG
Position: Tracking

AB 1265 (Perea D) Transportation projects: comprehensive development lease agreements.

Introduced: 2/27/2015

Last Amended: 4/29/2015

Status: 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/6/2015)

Location: 5/29/2015-A. 2 YEAR

Desk	Policy	2 year	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Mar. 23 Referred to Com. on TRANS.

Apr. 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.

Apr. 29 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

Apr. 30 Re-referred to Com. on APPR.

May 6 In committee: Set, first hearing. Referred to APPR. suspense file.

May 28 In committee: Hearing postponed by committee.

Organization: SCAG
Position: Tracking

AB 1297 (Achadjian R) School finance: local control funding formula.

Introduced: 2/27/2015

Status: 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/27/2015)

Location: 5/15/2015-A. 2 YEAR

2 year	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. This bill would make nonsubstantive changes to that provision.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Organization: SCAG
Position: Tracking

AB 1335 (Atkins D) Building Homes and Jobs Act.

Introduced: 2/27/2015

Last Amended: 6/3/2015

Status: 6/4/2015-Assembly Rule 69(d) suspended. (Page 1903.)

Location: 6/3/2015-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #31 ASSEMBLY ASSEMBLY THIRD READING FILE

Summary:

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.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Mar. 23 Referred to Com. on H. & C.D.

Apr. 20 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Apr. 21 Re-referred to Com. on H. & C.D.

Apr. 29 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (April 29).

Apr. 30 Read second time and amended.

May 4 Re-referred to Com. on APPR.

May 14 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

May 18 Re-referred to Com. on APPR.

May 20 In committee: Set, first hearing. Referred to APPR. suspense file.

May 28 From committee: Do pass. (Ayes 12. Noes 4.) (May 28).

June 1 Read second time. Ordered to third reading.

June 3 Read third time and amended. Ordered to third reading. (Ayes 48. Noes 26. Page 1845.)

June 4 Assembly Rule 69(d) suspended. (Page 1903.)

Organization: SCAG

Position: Tracking

AB 1347 (Chiu D) Public contracts: claims.

Introduced: 2/27/2015

Last Amended: 7/6/2015

Status: 7/6/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/6/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 Anticipated Hearing SENATE APPR., Not in daily file.

Summary:

Would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all claims by contractors in connection with public works. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Mar. 23 Referred to Com. on A. & A.R.

Apr. 9 In committee: Set, first hearing. Hearing canceled at the request of author.

Apr. 21 From committee chair, with author's amendments: Amend, and re-refer to Com. on A. & A.R. Read second time and amended.

Apr. 22 Re-referred to Com. on A. & A.R.

Apr. 29 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 29). Re-referred to Com. on APPR.

May 20 In committee: Set, first hearing. Referred to APPR. suspense file.

May 28 From committee: Amend, and do pass as amended. (Ayes 15. Noes 2.) (May 28).

June 1 Read second time and amended. Ordered returned to second reading.

June 2 Read second time. Ordered to third reading.

June 3 In Senate. Read first time. To Com. on RLS. for assignment.
 June 3 Read third time. Passed. Ordered to the Senate. (Ayes 76. Noes 0. Page 1880.)
 June 18 Referred to Com. on JUD.
 July 2 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 30).
 July 6 Read second time and amended. Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

AB 1360 (Ting D) Charter-party carriers of passengers: individual fare exemption.

Introduced: 2/27/2015
Last Amended: 7/2/2015
Status: 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 7/2/2015)
Location: 7/17/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
 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.

History:
2015
 Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 23 Referred to Coms. on U. & C. and P. & C.P.
 Apr. 6 In committee: Set, first hearing. Hearing canceled at the request of author.
 Apr. 14 From committee chair, with author's amendments: Amend, and re-refer to Com. on U. & C. Read second time and amended.
 Apr. 15 Re-referred to Com. on U. & C.
 Apr. 22 From committee: Amend, and do pass as amended and re-refer to Com. on P. & C.P. (Ayes 14. Noes 0.) (April 20).
 Apr. 23 Read second time and amended.
 Apr. 27 Re-referred to Com. on P. & C.P.
 Apr. 29 From committee chair, with author's amendments: Amend, and re-refer to Com. on P. & C.P. Read second time and amended.
 Apr. 30 Re-referred to Com. on P. & C.P.
 May 12 From committee: Amend, and do pass as amended. (Ayes 11. Noes 0.) (May 5).
 May 13 Read second time and amended. Ordered returned to second reading.
 May 14 Read second time. Ordered to third reading.
 May 22 In Senate. Read first time. To Com. on RLS. for assignment.
 May 22 Read third time. Passed. Ordered to the Senate. (Ayes 73. Noes 0. Page 1544.)
 June 4 Referred to Coms. on T. & H. and E., U., & C.
 June 15 In committee: Hearing postponed by committee.
 July 1 From committee: Amend, and do pass as amended and re-refer to Com. on E., U., & C. (Ayes 11. Noes 0.) (June 30).
 July 2 Read second time and amended. Re-referred to Com. on E., U., & C.
 July 13 In committee: Hearing postponed by committee.

Organization: SCAG
Position: Tracking

AB 1364 (Linder R) California Transportation Commission.

Introduced: 2/27/2015
Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2015)
Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

- Feb. 27 Introduced. To print.
- Mar. 1 From printer. May be heard in committee March 31.
- Mar. 2 Read first time.
- Mar. 23 Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 1442 (O'Donnell D) Motor vehicle fuel: gasohol.

Introduced: 2/27/2015

Last Amended: 5/11/2015

Status: 5/18/2015-In committee: Set, second hearing. Referred to REV. & TAX. suspense file.

Location: 5/12/2015-A. REV. & TAX

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary:

Current law, the Motor Vehicle Fuel Tax Law, imposes a tax upon the privilege of distributing motor fuel and defines the term "gasohol" for purposes of that law. Gasohol is defined as all blends of gasoline and alcohol containing more than 15% gasoline. This bill would redefine gasohol to instead mean all blends of gasoline and alcohol containing more than 21% or a percentage determined by regulations adopted by the State Board of Equalization, as specified. This bill contains other related provisions and other current laws.

History:

2015

- Feb. 27 Introduced. To print.
- Mar. 1 From printer. May be heard in committee March 31.
- Mar. 2 Read first time.
- Mar. 26 Referred to Com. on REV. & TAX.
- May 5 From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.
- May 6 Re-referred to Com. on REV. & TAX.
- May 11 In committee: Set, first hearing. Hearing canceled at the request of author. From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.
- May 12 Re-referred to Com. on REV. & TAX.
- May 18 In committee: Set, second hearing. Referred to REV. & TAX. suspense file.

Organization: SCAG

Position: Tracking

AB 1455 (Rodriguez D) Ontario International Airport.

Introduced: 2/27/2015

Last Amended: 6/30/2015

Status: 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 6/30/2015)

Location: 7/17/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptured
1st House				2nd House							

Summary:

Would authorize the City of Ontario to issue revenue bonds, for the purpose of financing the acquisition of the Ontario International Airport from the City of Los Angeles, that are secured solely by the revenues and charges at the Ontario International Airport. The bill would require a public agency that acquires the Ontario International Airport to comply with specified conditions relating to incumbent workers, except as provided.

History:

2015

- Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Apr. 6 Referred to Com. on L. GOV.
 May 7 From committee: Amend, and do pass as amended. (Ayes 9. Noes 0.) (May 6).
 May 11 Read second time and amended. Ordered returned to second reading.
 May 12 Read second time. Ordered to third reading.
 May 18 Read third time and amended. Ordered to third reading. (Page 1483.)
 May 22 In Senate. Read first time. To Com. on RLS. for assignment.
 May 22 Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0. Page 1543.)
 June 4 Referred to Com. on GOV. & F.
 June 30 From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.
 July 8 In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG
Position: Tracking

AB 1459 (Kim R) Toll lanes: County of Orange.

Introduced: 2/27/2015
Last Amended: 4/14/2015
Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/20/2015)
Location: 5/1/2015-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Apr. 13 Referred to Coms. on TRANS. and L. GOV.
 Apr. 14 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 15 Re-referred to Com. on TRANS.
 Apr. 21 In committee: Set, first hearing. Failed passage. Reconsideration granted.

Organization: SCAG
Position: Tracking

ABX1 1 (Alejo D) Transportation funding.

Introduced: 6/23/2015
Status: 6/24/2015-From printer.
Location: 6/23/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

June 23 Read first time. To print.
 June 24 From printer.

Organization: SCAG
Position: Tracking

ABX1 2 (Perea D) Transportation projects: comprehensive development lease agreements.

Introduced: 6/25/2015

Status: 6/26/2015-From printer.

Location: 6/25/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

June 25 Read first time. To print.

June 26 From printer.

Organization: SCAG

Position: Tracking

ABX1 3 (Frazier D) Transportation funding.

Introduced: 7/9/2015

Status: 7/10/2015-From printer.

Location: 7/9/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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 the state's highways, local roads, bridges, and other critical infrastructure.

History:

2015

July 9 Read first time. To print.

July 10 From printer.

Organization: SCAG

Position: Tracking

ABX1 4 (Frazier D) Transportation funding.

Introduced: 7/9/2015

Status: 7/10/2015-From printer.

Location: 7/9/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

July 9 Read first time. To print.

July 10 From printer.

Organization: SCAG

Position: Tracking

ABX1 5 (Hernández, Roger D) Income taxes: credits: low-income housing: farmworker housing assistance.

Introduced: 7/16/2015

Status: 7/17/2015-From printer.

Location: 7/16/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.

History:

2015

July 16 Read first time. To print.

July 17 From printer.

Organization: SCAG

Position: Tracking

ABX1 6 (Hernández, Roger D) Affordable Housing and Sustainable Communities Program.

Introduced: 7/16/2015

Status: 7/17/2015-From printer.

Location: 7/16/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

July 16 Read first time. To print.

July 17 From printer.

Organization: SCAG

Position: Tracking

ABX1 7 (Nazarian D) Public transit: funding.

Introduced: 7/16/2015

Status: 7/17/2015-From printer.

Location: 7/16/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

July 16 Read first time. To print.

July 17 From printer.

Organization: SCAG

Position: Tracking

ABX1 8 (Chiu D) Diesel sales and use tax.

Introduced: 7/16/2015

Status: 7/17/2015-From printer.

Location: 7/16/2015-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

July 16 Read first time. To print.

July 17 From printer.

Organization: SCAG

Position: Tracking

ACA 4 (Frazier D) Local government transportation projects: special taxes: voter approval.

Introduced: 2/27/2015

Last Amended: 7/16/2015

Status: 7/16/2015-From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

Location: 7/16/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

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 local government 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.

History:

2015

Feb. 27 Introduced. To print.

Mar. 1 From printer. May be heard in committee March 31.

Mar. 2 Read first time.

Apr. 6 Referred to Coms. on TRANS., REV. & TAX. and APPR.

Apr. 16 In committee: Hearing postponed by committee.

Apr. 20 In committee: Hearing postponed by committee.

Apr. 28 From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 10. Noes 5.) (April 27). Re-referred to Com. on REV. & TAX.

June 24 In committee: Hearing postponed by committee.

July 14 From committee: Be adopted, and re-refer to Com. on APPR. Re-referred. (Ayes 5. Noes 3.) (July 13). Re-referred to Com. on APPR.

July 16 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

Organization: VCTC

Position: Support

Organization: SCAG

Position: Support

SB 1 (Gaines R) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.

Introduced: 12/1/2014

Status: 4/7/2015-April 15 set for second hearing canceled at the request of author.

Location: 1/15/2015-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.
Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Com. on E.Q.
Mar. 3 Set for hearing March 18.
Mar. 10 March 18 set for first hearing canceled at the request of author.
Mar. 17 Set for hearing April 15.
Apr. 7 April 15 set for second hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

SB 5 (Vidak R) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.

Introduced: 12/1/2014

Status: 4/16/2015-April 15 set for second hearing. Failed passage in committee. (Ayes 2. Noes 5. Page 648.) Reconsideration granted.

Location: 1/15/2015-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.
Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Com. on E.Q.
Mar. 3 Set for hearing March 18.
Mar. 10 March 18 set for first hearing canceled at the request of author.
Mar. 17 Set for hearing April 15.
Apr. 16 April 15 set for second hearing. Failed passage in committee. (Ayes 2. Noes 5. Page 648.) Reconsideration granted.

Organization: SCAG

Position: Tracking

SB 9 (Beall D) Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.

Introduced: 12/1/2014

Last Amended: 7/16/2015

Status: 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/16/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

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.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Coms. on E.Q. and T. & H.

Mar. 3 Set for hearing March 18.

Mar. 23 From committee: Do pass as amended and re-refer to Com. on T. & H. (Ayes 7. Noes 0. Page 349.) (March 18).

Mar. 24 Read second time and amended. Re-referred to Com. on T. & H.

Apr. 14 Set for hearing April 28.

Apr. 15 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 0. Page 824.) (April 28).

May 5 Read second time and amended. Re-referred to Com. on APPR.

May 8 Set for hearing May 18.

May 18 May 18 hearing: Placed on APPR. suspense file.

May 23 Set for hearing May 28.

June 1 From committee: Do pass as amended. (Ayes 7. Noes 0. Page 1145.) (May 28).

June 2 Read second time and amended. Ordered to third reading.

June 3 Read third time. Passed. (Ayes 37. Noes 1. Page 1286.) Ordered to the Assembly.

June 4 In Assembly. Read first time. Held at Desk.

June 15 Referred to Coms. on NAT. RES. and TRANS.

June 22 Re-referred to Coms. on TRANS. and NAT. RES. pursuant to Assembly Rule 96.

June 23 From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

July 1 From committee: Do pass as amended and re-refer to Com. on NAT. RES. (Ayes 16. Noes 0.) (June 29).

July 2 Read second time and amended. Re-referred to Com. on NAT. RES.

July 7 From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.

July 15 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 13).

July 16 Read second time and amended. Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

SB 16 (Beall D) Transportation funding.

Introduced: 12/1/2014

Last Amended: 6/1/2015

Status: 6/1/2015-Read second time and amended. Ordered to third reading.

Location: 6/1/2015-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #38 SENATE SENATE BILLS-THIRD READING FILE

Summary:

Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Com. on RLS.

Mar. 2 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Apr. 7 Re-referred to Com. on T. & H.
 Apr. 10 Set for hearing April 28.
 Apr. 15 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
 Apr. 29 Re-referred to Com. on GOV. & F.
 Apr. 29 From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 1. Page 824.) (April 28). Re-referred to Com. on RLS.
 May 1 Set for hearing May 6.
 May 12 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1. Page 919.) (May 6).
 May 13 Read second time and amended. Re-referred to Com. on APPR.
 May 19 Set for hearing May 26.
 May 22 Joint Rule 62(a) suspended.
 May 26 May 26 hearing: Placed on APPR. suspense file.
 May 27 Set for hearing May 28.
 May 28 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1145.) (May 28).
 June 1 Read second time and amended. Ordered to third reading.

Organization: SCAG
Position: Support

SB 25 (Roth D) Local government finance: property tax revenue allocation: vehicle license fee adjustments.

Introduced: 12/1/2014
Status: 7/16/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 15). Re-referred to Com. on APPR.
Location: 7/16/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

Would modify specified reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2014-2015 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.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Com. on GOV. & F.
 Mar. 19 Set for hearing April 8.
 Apr. 8 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 523.) (April 8). Re-referred to Com. on APPR.
 Apr. 10 Set for hearing April 20.
 Apr. 20 April 20 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 From committee: Do pass. (Ayes 7. Noes 0. Page 1146.) (May 28). Read second time. Ordered to third reading.
 June 1 Read third time. Passed. (Ayes 40. Noes 0. Page 1193.) Ordered to the Assembly.
 June 2 In Assembly. Read first time. Held at Desk.
 June 15 Referred to Com. on L. GOV.
 July 16 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 15). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

SB 32 (Pavley D) California Global Warming Solutions Act of 2006: emissions limit.

Introduced: 12/1/2014

Last Amended: 6/1/2015

Status: 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (July 13).
Re-referred to Com. on APPR.

Location: 7/14/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

Would require the State Air Resources Board to approve statewide greenhouse gas emissions limits that are the equivalent to 40% below the 1990 level to be achieved by 2030 and 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt an interim greenhouse gas emissions level target to be achieved by 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. The bill would make conforming changes.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Com. on E.Q.

Mar. 16 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Mar. 17 Set for hearing April 15.

Mar. 19 April 15 set for first hearing canceled at the request of author.

Apr. 10 Set for hearing April 29.

May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 857.) (April 29).

May 5 Read second time and amended. Re-referred to Com. on APPR.

May 8 Set for hearing May 18.

May 18 May 18 hearing: Placed on APPR. suspense file.

May 23 Set for hearing May 28.

May 28 From committee: Do pass. (Ayes 5. Noes 2. Page 1146.) (May 28). Read second time. Ordered to third reading.

June 1 Read third time and amended. Ordered to second reading.

June 2 Read second time. Ordered to third reading.

June 3 Read third time. Passed. (Ayes 24. Noes 15. Page 1285.) Ordered to the Assembly.

June 4 In Assembly. Read first time. Held at Desk.

June 15 Referred to Com. on NAT. RES.

July 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (July 13). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

SB 39 (Pavley D) Vehicles: high-occupancy vehicle lanes.

Introduced: 12/1/2014

Last Amended: 4/8/2015

Status: 5/22/2015-Referred to Com. on TRANS.

Location: 5/22/2015-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Com. on T. & H.

Apr. 8 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
 Apr. 9 Set for hearing April 21.
 Apr. 22 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1. Page 731.) (April 21). Re-referred to Com. on APPR.
 Apr. 30 Set for hearing May 4.
 May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.
 May 5 Read second time. Ordered to third reading.
 May 7 In Assembly. Read first time. Held at Desk.
 May 7 Read third time. Urgency clause adopted. Passed. (Ayes 29. Noes 7. Page 928.) Ordered to the Assembly.
 May 22 Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

SB 40 (Gaines R) Air Quality Improvement Program: vehicle rebates.

Introduced: 12/1/2014
Last Amended: 4/6/2015
Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2015)
Location: 5/1/2015-S. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require incentives for qualifying zero-emission, battery-electric passenger vehicles under the Clean Vehicle Rebate Project of the Air Quality Improvement Program to be limited to passenger vehicles with a manufacturer's suggested retail price of \$40,000 or less. The bill would require the rebate for qualifying vehicles to be \$3,500, subject to availability of funds.

History:

2014

Dec. 1 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Dec. 2 From printer. May be acted upon on or after January 1.

2015

Jan. 15 Referred to Coms. on T. & H. and E.Q.
 Mar. 18 Set for hearing April 14.
 Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
 Apr. 7 April 14 set for first hearing canceled at the request of author.

Organization: SCAG
Position: Tracking

SB 63 (Hall D) Seaport infrastructure financing districts.

Introduced: 1/5/2015
Last Amended: 6/1/2015
Status: 7/16/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 15). Re-referred to Com. on APPR.
Location: 7/16/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

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. The bill would increase the vote threshold for a seaport infrastructure financing district to issue bonds to 2/3 of the voters, and would provide that for purposes of these voters, a "landowner" includes an entity paying possessory interest tax on state-owned land.

History:

2015

Jan. 5 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Jan. 6 From printer. May be acted upon on or after February 5.

Jan. 15 Referred to Com. on RLS.
 Mar. 23 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Mar. 25 Re-referred to Com. on GOV. & F.
 Mar. 27 Set for hearing April 15.
 Apr. 7 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.
 Apr. 15 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1. Page 618.) (April 15). Re-referred to Com. on APPR.
 Apr. 17 Set for hearing April 27.
 Apr. 27 April 27 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1147.) (May 28).
 June 1 Read second time and amended. Ordered to third reading.
 June 2 In Assembly. Read first time. Held at Desk.
 June 2 Read third time. Passed. (Ayes 36. Noes 2. Page 1250.) Ordered to the Assembly.
 June 15 Referred to Com. on L. GOV.
 July 16 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 15). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

SB 64 (Liu D) California Transportation Plan.

Introduced: 1/5/2015

Last Amended: 6/24/2015

Status: 7/8/2015-July 8 set for first hearing. Placed on APPR. suspense file.

Location: 7/8/2015-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Jan. 5 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Jan. 6 From printer. May be acted upon on or after February 5.
 Jan. 15 Referred to Com. on T. & H.
 Apr. 14 Set for hearing April 28.
 May 5 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 1. Page 825.) (April 28).
 May 6 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 From committee: Do pass. (Ayes 6. Noes 0. Page 1033.) (May 18).
 May 19 Read second time. Ordered to third reading.
 May 22 In Assembly. Read first time. Held at Desk.
 May 22 Read third time. Passed. (Ayes 36. Noes 2. Page 1069.) Ordered to the Assembly.
 June 4 Referred to Com. on TRANS.
 June 23 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (June 22).
 June 24 Read second time and amended. Re-referred to Com. on APPR.
 July 8 July 8 set for first hearing. Placed on APPR. suspense file.

Organization: SCAG
Position: Tracking

SB 66 (Leyva D) Career Technical Education Pathways Program.

Introduced: 1/7/2015

Status: 3/23/2015-March 25 set for first hearing canceled at the request of author.

Location: 1/15/2015-S. ED.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law, until June 30, 2015, establishes the Career Technical Education Pathways Program, which requires the Chancellor of the California Community Colleges and the Superintendent of Public Instruction to assist economic and workforce regional development centers and consortia, community colleges, middle schools, high schools, and regional occupational centers and programs to improve linkages and career technical education pathways between high schools and community colleges, as specified. This bill would extend the operation of the program until July 1, 2018. This bill contains other related provisions.

History:

2015

Jan. 7 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Jan. 8 From printer. May be acted upon on or after February 7.

Jan. 15 Referred to Com. on ED.

Mar. 13 Set for hearing March 25.

Mar. 23 March 25 set for first hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

SB 122 (Jackson D) California Environmental Quality Act: record of proceedings.

Introduced: 1/15/2015

Last Amended: 6/1/2015

Status: 7/15/2015-July 15 set for first hearing. Placed on APPR. suspense file.

Location: 7/15/2015-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions.

History:

2015

Jan. 15 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Jan. 16 From printer. May be acted upon on or after February 15.

Feb. 5 Referred to Com. on E.Q.

Mar. 12 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Mar. 17 Set for hearing April 15.

Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Apr. 16 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1. Page 648.) (April 15).

Apr. 20 Read second time and amended. Re-referred to Com. on APPR.

Apr. 24 Set for hearing May 4.

May 4 May 4 hearing: Placed on APPR. suspense file.

May 23 Set for hearing May 28.

May 28 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1147.) (May 28).

June 1 Read second time and amended. Ordered to third reading.

June 3 Read third time. Passed. (Ayes 24. Noes 15. Page 1289.) Ordered to the Assembly.

June 4 In Assembly. Read first time. Held at Desk.

June 11 Referred to Com. on NAT. RES.

June 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (June 29). Re-referred to Com. on APPR.

July 15 July 15 set for first hearing. Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

SB 148 (McGuire D) Career technical education: Career and Job Skills Education Act.

Introduced: 1/29/2015

Last Amended: 6/2/2015

Status: 7/16/2015-From committee: Do pass as amended and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (July 15).

Location: 7/16/2015-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #14 ASSEMBLY SENATE SECOND READING FILE

Summary:

Would establish the Career and Job Skills Education Act, which would authorize the governing board of one or more school districts, county offices of education, direct-funded charter schools, and regional occupational centers or programs operated by joint powers authorities with the written consent from each participating local educational agency, that operate any state-approved career technical education sequence of courses, to apply to the Superintendent for a grant for the development and enhancement of high-quality career technical education programs.

History:

2015

- Jan. 29 Introduced. Read first time. To Com. on RLS. for assignment. To print.
- Jan. 30 From printer. May be acted upon on or after March 1.
- Feb. 19 Referred to Com. on ED.
- Mar. 13 Set for hearing March 25.
- Apr. 6 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 417.) (March 25).
- Apr. 7 Read second time and amended. Re-referred to Com. on APPR.
- Apr. 14 Set for hearing April 20.
- Apr. 16 April 20 hearing postponed by committee.
- Apr. 17 Set for hearing April 27.
- Apr. 27 April 27 hearing: Placed on APPR. suspense file.
- May 23 Set for hearing May 28.
- June 1 From committee: Do pass as amended. (Ayes 7. Noes 0. Page 1148.) (May 28).
- June 2 Read second time and amended. Ordered to third reading.
- June 4 In Assembly. Read first time. Held at Desk.
- June 4 Read third time. Passed. (Ayes 40. Noes 0. Page 1330.) Ordered to the Assembly.
- June 11 Referred to Com. on ED.
- July 16 From committee: Do pass as amended and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 7. Noes 0.) (July 15).

Organization: SCAG

Position: Tracking

SB 180 (Jackson D) Electricity: emissions of greenhouse gases.

Introduced: 2/9/2015

Last Amended: 5/5/2015

Status: 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/28/2015)

Location: 5/29/2015-S. 2 YEAR

Desk	Policy	2 year	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, on July 1, 2017, replace the greenhouse gases emission performance standards for baseload generation with greenhouse gases emission performance standards for nonpeaking generation and peaking generation. The bill would require the Public Utilities Commission, by June 30, 2017, through a rulemaking proceeding and in consultation with the State Energy Resources Conservation and Development Commission and the State Air Resources Board, to establish a greenhouse gases emission performance standard for all nonpeaking generation of load-serving entities, and a separate standard for peaking generation.

History:

2015

- Feb. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.
- Feb. 10 From printer. May be acted upon on or after March 12.
- Feb. 19 Referred to Coms. on E.Q. and E., U., & C.
- Mar. 3 Set for hearing March 18.
- Mar. 10 March 18 set for first hearing canceled at the request of author.
- Mar. 12 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Mar. 17 Withdrawn from committee. Re-referred to Coms. on E., U., & C. and E.Q.
 Mar. 17 Set for hearing April 15.
 Mar. 24 Set for hearing April 7.
 Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U., & C.
 Apr. 13 From committee: Do pass as amended and re-refer to Com. on E.Q. (Ayes 8. Noes 3. Page 508.) (April 7).
 Apr. 14 Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 16 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 17 Set for hearing April 29.
 Apr. 20 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 857.) (April 29).
 May 5 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 May 28 hearing: Held in committee and under submission.

Organization: SCAG
Position: Tracking

SB 185 (De León D) Public retirement systems: public divestiture of thermal coal companies.

Introduced: 2/9/2015

Last Amended: 6/2/2015

Status: 7/15/2015-July 15 set for first hearing. Placed on APPR. suspense file.

Location: 7/15/2015-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would prohibit the boards of the Public Employees' Retirement System and the State Teachers' Retirement System from making new investments or renewing existing investments of public employee retirement funds in a thermal coal company, as defined. This bill would require the boards to liquidate investments in thermal coal companies on or before July 1, 2017, and would require the boards, in making a determination to liquidate investments, to constructively engage with thermal coal companies to establish whether the companies are transitioning their business models to adapt to clean energy generation.

History:

2015

Feb. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 10 From printer. May be acted upon on or after March 12.
 Feb. 19 Referred to Com. on P.E. & R.
 Mar. 25 From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.
 Mar. 25 Set for hearing April 13.
 Apr. 8 From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.
 Apr. 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 2. Page 593.) (April 13). Re-referred to Com. on APPR.
 Apr. 17 Set for hearing April 27.
 Apr. 27 April 27 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 June 1 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1148.) (May 28).
 June 2 Read second time and amended. Ordered to third reading.
 June 3 Read third time. Passed. (Ayes 24. Noes 14. Page 1284.) Ordered to the Assembly.
 June 4 In Assembly. Read first time. Held at Desk.
 June 11 Referred to Com. on P.E., R., & S.S.
 June 24 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (June 24). Re-referred to Com. on APPR.
 July 15 July 15 set for first hearing. Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

SB 189 (Hueso D) Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee.

Introduced: 2/9/2015

Last Amended: 6/29/2015

Status: 7/16/2015-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (July 13).

Location: 7/16/2015-A. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #16 ASSEMBLY SENATE SECOND READING FILE

Summary:

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.

History:

2015

Feb. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 10 From printer. May be acted upon on or after March 12.

Feb. 19 Referred to Coms. on B., P. & E.D. and E.Q.

Mar. 18 Set for hearing April 6.

Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on B., P. & E.D.

Apr. 6 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 7. Noes 1. Page 506.) (April 6). Re-referred to Com. on E.Q.

Apr. 8 Set for hearing April 15.

Apr. 16 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1. Page 649.) (April 15). Re-referred to Com. on APPR.

Apr. 17 Set for hearing April 27.

Apr. 27 April 27 hearing: Placed on APPR. suspense file.

May 23 Set for hearing May 28.

May 28 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1149.) (May 28).

June 1 Read second time and amended. Ordered to third reading.

June 3 Read third time. Passed. (Ayes 26. Noes 14. Page 1298.) Ordered to the Assembly.

June 4 In Assembly. Read first time. Held at Desk.

June 11 Referred to Coms. on J., E.D., & E. and NAT. RES.

June 25 From committee: Do pass as amended and re-refer to Com. on NAT. RES. (Ayes 6. Noes 2.) (June 23).

June 29 Read second time and amended. Re-referred to Com. on NAT. RES.

July 16 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (July 13).

Organization: SCAG

Position: Tracking

SB 246 (Wieckowski D) Climate change adaptation.

Introduced: 2/18/2015

Last Amended: 7/1/2015

Status: 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (July 13). Re-referred to Com. on APPR.

Location: 7/14/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

Would establish the Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate state, regional, and local agency efforts to adapt to the impacts of climate change, as specified. The bill would require the California Environmental Protection Agency, the Natural Resources Agency, and the office, no later than January 1, 2017, and every 3 years thereafter, to update the 2009 California Climate Adaptation Strategy, as specified.

History:

2015

Feb. 18 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 19 From printer. May be acted upon on or after March 21.
 Feb. 26 Referred to Com. on E.Q.
 Mar. 17 Set for hearing April 15.
 Mar. 26 April 15 hearing postponed by committee.
 Apr. 10 Set for hearing April 29.
 Apr. 13 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0. Page 857.) (April 29).
 May 5 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 June 1 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1150.) (May 28).
 June 2 Read second time and amended. Ordered to third reading.
 June 3 Read third time. Passed. (Ayes 26. Noes 11. Page 1286.) Ordered to the Assembly.
 June 4 In Assembly. Read first time. Held at Desk.
 June 15 Referred to Com. on NAT. RES.
 July 1 From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES.
 July 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (July 13). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

SB 249 (Hueso D) Vehicles: enhanced driver's license.

Introduced: 2/18/2015

Last Amended: 7/16/2015

Status: 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/16/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

Would authorize the Department of Motor Vehicles to enter into a memorandum of understanding with a federal agency for the purpose of facilitating travels within the western hemisphere pursuant to the federal Western Hemisphere Travel Initiative through the issuance of an enhanced driver's license, instruction permit, provisional license, or identification card. The bill would authorize the department to issue or renew, upon request, an enhanced driver's license, instruction permit, provisional license, or identification card for specified persons.

History:

2015

Feb. 18 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 19 From printer. May be acted upon on or after March 21.
 Feb. 26 Referred to Coms. on T. & H. and JUD.
 Mar. 6 Set for hearing April 7.
 Apr. 8 From committee: Do pass and re-refer to Com. on JUD. (Ayes 11. Noes 0. Page 526.) (April 7). Re-referred to Com. on JUD.
 Apr. 10 Set for hearing April 21.
 Apr. 29 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 728.) (April 21).
 Apr. 30 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 From committee: Do pass. (Ayes 7. Noes 0. Page 1150.) (May 28). Read second time. Ordered to third reading.
 June 1 Read third time. Passed. (Ayes 36. Noes 3. Page 1198.) Ordered to the Assembly.
 June 2 In Assembly. Read first time. Held at Desk.
 June 15 Referred to Coms. on TRANS. and JUD.

June 30 From committee: Do pass and re-refer to Com. on JUD. (Ayes 15. Noes 0.) (June 29). Re-referred to Com. on JUD.
 July 1 July 7 hearing postponed by committee.
 July 15 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (July 14).
 July 16 Read second time and amended. Re-referred to Com. on APPR.

Organization: SANDAG
Position: Support

SB 321 (Beall D) Motor vehicle fuel taxes: rates: adjustments.

Introduced: 2/23/2015

Last Amended: 5/27/2015

Status: 7/13/2015-Do pass as amended and be re-referred to the Committee on Appropriations.

Location: 7/13/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the excise tax rate on motor vehicle fuel 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 related provisions and other existing laws.

History:

2015

Feb. 23 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 24 From printer. May be acted upon on or after March 26.
 Mar. 5 Referred to Com. on GOV. & F.
 Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.
 Apr. 7 Set for hearing April 15.
 Apr. 22 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 618.) (April 15).
 Apr. 23 Read second time and amended. Re-referred to Com. on APPR.
 Apr. 28 Set for hearing May 4.
 May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.
 May 5 Read second time. Ordered to third reading.
 May 27 Read third time and amended. Ordered to second reading.
 May 28 Read second time. Ordered to third reading.
 June 1 Read third time. Passed. (Ayes 40. Noes 0. Page 1188.) Ordered to the Assembly.
 June 2 In Assembly. Read first time. Held at Desk.
 June 15 Referred to Com. on REV. & TAX.
 July 13 July 13 set for first hearing. Placed on REV. & TAX. suspense file.

Organization: SCAG
Position: Tracking

SB 350 (De León D) Clean Energy and Pollution Reduction Act of 2015.

Introduced: 2/24/2015

Last Amended: 7/16/2015

Status: 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/16/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

Would require that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified compliance periods sufficient to

ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030.

History:

2015

Feb. 24 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 25 From printer. May be acted upon on or after March 27.
 Mar. 5 Referred to Coms. on E., U., & C. and E.Q.
 Mar. 24 Set for hearing April 7.
 Apr. 7 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 8. Noes 3. Page 508.) (April 7). Re-referred to Com. on E.Q.
 Apr. 10 Set for hearing April 29.
 Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 857.) (April 29). Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 From committee: Do pass. (Ayes 5. Noes 2. Page 1152.) (May 28). Read second time. Ordered to third reading.
 June 3 Read third time. Passed. (Ayes 24. Noes 14. Page 1284.) Ordered to the Assembly.
 June 4 In Assembly. Read first time. Held at Desk.
 June 18 Referred to Coms. on U. & C. and NAT. RES.
 July 7 From committee: Do pass as amended and re-refer to Com. on NAT. RES. (Ayes 9. Noes 5.) (July 6).
 July 8 Read second time and amended. Re-referred to Com. on NAT. RES.
 July 15 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 13).
 July 16 Read second time and amended. Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

SB 379 (Jackson D) Land use: general plan: safety element.

Introduced: 2/24/2015

Last Amended: 7/6/2015

Status: 7/6/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/6/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

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.

History:

2015

Feb. 24 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 25 From printer. May be acted upon on or after March 27.
 Mar. 5 Referred to Coms. on GOV. & F. and E.Q.
 Mar. 27 Set for hearing April 15.
 Apr. 7 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.
 Apr. 15 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 5. Noes 2. Page 618.) (April 15). Re-referred to Com. on E.Q.
 Apr. 17 Set for hearing April 29.
 May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0. Page 858.) (April 29).
 May 5 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

May 19 Read second time. Ordered to third reading.
 June 1 Read third time and amended. Ordered to second reading.
 June 2 Read second time. Ordered to third reading.
 June 3 Read third time. Passed. (Ayes 23. Noes 16. Page 1287.) Ordered to the Assembly.
 June 4 In Assembly. Read first time. Held at Desk.
 June 18 Referred to Com. on L. GOV.
 June 22 From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.
 July 2 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 1).
 July 6 Read second time and amended. Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

SB 398 (Leyva D) Green Assistance Program.

Introduced: 2/25/2015

Last Amended: 6/2/2015

Status: 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (July 13). Re-referred to Com. on APPR.

Location: 7/14/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

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.

History:

2015

Feb. 25 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 26 From printer. May be acted upon on or after March 28.
 Mar. 5 Referred to Com. on E.Q.
 Mar. 17 Set for hearing April 15.
 Apr. 1 April 15 hearing postponed by committee.
 Apr. 10 Set for hearing April 29.
 Apr. 14 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1. Page 858.) (April 29). Re-referred to Com. on APPR.
 May 5 Set for hearing May 11.
 May 11 May 11 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 June 1 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1153.) (May 28).
 June 2 Read second time and amended. Ordered to third reading.
 June 3 Read third time. Passed. (Ayes 31. Noes 9. Page 1287.) Ordered to the Assembly.
 June 4 In Assembly. Read first time. Held at Desk.
 June 18 Referred to Com. on NAT. RES.
 July 14 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (July 13). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

SB 403 (Liu D) California Community Schools Act.

Introduced: 2/25/2015

Last Amended: 4/23/2015

Status: 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/28/2015)

Location: 5/29/2015-S. 2 YEAR

Desk	Policy	2 year	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Summary:

Would establish the California Community Schools Act, which would authorize a local educational agency or school and one or more community partners, as defined, to form a community consortium to establish a California community school, as defined. The bill would require the Superintendent of Public Instruction, subject to the appropriation of funds in the annual Budget Act or the availability of funds from private sources, to make grants available to qualified recipients to fund California community schools and to enhance programs at California community schools.

History:

2015

Feb. 25 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 26 From printer. May be acted upon on or after March 28.
 Mar. 5 Referred to Com. on ED.
 Mar. 20 Set for hearing April 8.
 Mar. 26 April 8 set for first hearing canceled at the request of author.
 Apr. 2 Set for hearing April 15.
 Apr. 7 From committee with author's amendments. Read second time and amended. Re-referred to Com. on ED.
 Apr. 13 April 15 set for second hearing canceled at the request of author.
 Apr. 14 Set for hearing April 22.
 Apr. 16 April 22 hearing postponed by committee.
 Apr. 17 Set for hearing April 29.
 Apr. 23 From committee with author's amendments. Read second time and amended. Re-referred to Com. on ED.
 Apr. 29 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 814.) (April 29). Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 May 28 hearing: Held in committee and under submission.

Organization: SCAG

Position: Tracking

SB 433 (Berryhill R) Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.

Introduced: 2/25/2015

Last Amended: 5/7/2015

Status: 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was REV. & TAX SUSPENSE FILE on 7/13/2015)

Location: 7/17/2015-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 25 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 26 From printer. May be acted upon on or after March 28.
 Mar. 5 Referred to Com. on RLS.
 Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Apr. 9 Re-referred to Com. on GOV. & F.
 Apr. 10 Set for hearing April 22.
 Apr. 22 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0. Page 725.) (April 22). Re-referred to Com. on APPR.
 Apr. 24 Set for hearing May 4.
 May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.
 May 5 Read second time. Ordered to third reading.
 May 7 Read third time and amended. Ordered to second reading.
 May 11 Read second time. Ordered to third reading.
 May 26 In Assembly. Read first time. Held at Desk.
 May 26 Read third time. Passed. (Ayes 38. Noes 0. Page 1095.) Ordered to the Assembly.
 June 4 Referred to Com. on REV. & TAX.

June 22 June 22 hearing postponed by committee.
 July 13 July 13 set for first hearing. Placed on REV. & TAX. suspense file.

Organization: SCAG
Position: Tracking

SB 513 (Beall D) Carl Moyer Memorial Air Quality Standards Attainment Program: fees.

Introduced: 2/26/2015

Last Amended: 6/2/2015

Status: 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 3.) (July 13). Re-referred to Com. on APPR.

Location: 7/14/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

Current law authorizes the Sacramento Metropolitan Air Quality Management District to adopt a \$6 surcharge on motor vehicle registration fees applicable to motor vehicles registered within the district. Current law requires the collected fees to be used for specified purposes, including, among others, awarding grants eligible for funding under the Carl Moyer Memorial Air Quality Standards Attainment Program. This bill would additionally authorize those fees to be used for projects that involve alternative fuel and electric infrastructure, as specified.

History:

2015

Feb. 26 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 27 From printer. May be acted upon on or after March 29.
 Mar. 12 Referred to Com. on RLS.
 Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Apr. 16 Re-referred to Coms. on T. & H. and E.Q.
 Apr. 16 Set for hearing April 21 in T. & H. pending receipt.
 Apr. 22 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 10. Noes 0. Page 732.) (April 21). Re-referred to Com. on E.Q.
 Apr. 23 Set for hearing April 29.
 Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 858.) (April 29). Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 12 From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 June 1 From committee: Do pass as amended. (Ayes 7. Noes 0. Page 1155.) (May 28).
 June 2 Read second time and amended. Ordered to third reading.
 June 3 Read third time. Passed. (Ayes 40. Noes 0. Page 1303.) Ordered to the Assembly.
 June 4 In Assembly. Read first time. Held at Desk.
 June 18 Referred to Com. on TRANS.
 July 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 3.) (July 13). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

SB 687 (Allen D) Renewable gas standard.

Introduced: 2/27/2015

Last Amended: 5/5/2015

Status: 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/28/2015)

Location: 5/29/2015-S. 2 YEAR

Desk	Policy	2 year	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the state board, on or before June 30, 2017, in consultation with the State Energy Resources Conservation and Development Commission and the Public Utilities Commission, to adopt a carbon-based renewable gas standard, as defined and specified, that requires all gas sellers, as

defined, to provide specified percentages of renewable gas meeting certain deliverability requirements, to retail end-use customers for use in California, that increases over specified compliance periods. The bill would authorize the state board to waive enforcement of the renewable gas standard upon certain showings being made by a gas seller.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 From printer. May be acted upon on or after April 1. Read first time.
 Mar. 19 Referred to Coms. on E., U., & C. and E.Q.
 Mar. 24 Set for hearing April 7.
 Apr. 15 From committee: Do pass as amended and re-refer to Com. on E.Q. (Ayes 7. Noes 3. Page 509.) (April 7).
 Apr. 16 Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 21 Set for hearing April 29.
 May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 859.) (April 29).
 May 5 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 May 28 hearing: Held in committee and under submission.

Organization: SCAG

Position: Tracking

SB 698 (Cannella R) Active Transportation Program: school zone safety projects.

Introduced: 2/27/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/19/2015)

Location: 5/1/2015-S. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 From printer. May be acted upon on or after April 1. Read first time.
 Mar. 19 Referred to Coms. on E.Q. and T. & H.
 Mar. 27 Set for hearing April 15.
 Apr. 16 April 15 set for first hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

SB 747 (McGuire D) Airports: financial assistance.

Introduced: 2/27/2015

Last Amended: 5/6/2015

Status: 5/28/2015-May 28 hearing: Held in committee and under submission.

Location: 5/28/2015-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, effective December 8, 2017, require that the revenues from the imposition of state sales and use taxes, at the rate of 4.1875%, on the sale, storage, use, or other consumption of aviation fuel, as defined, be transferred to the Aeronautics Account for allocation in specified percentages to airports and for aviation-related purposes. This bill contains other related provisions.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 From printer. May be acted upon on or after April 1. Read first time.
 Mar. 19 Referred to Com. on T. & H.
 Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to

Com. on T. & H.
 Apr. 7 Set for hearing April 21.
 Apr. 14 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
 Apr. 22 From committee: Do pass as amended and re-refer to Com. on RLS. (Ayes 9. Noes 0. Page 732.) (April 21).
 Apr. 23 Read second time and amended. Re-referred to Com. on RLS.
 Apr. 24 Set for hearing April 29 in GOV. & F. pending receipt.
 Apr. 27 Re-referred to Com. on GOV. & F.
 May 5 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0. Page 816.) (April 29).
 May 6 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 May 28 hearing: Held in committee and under submission.

Organization: SCAG

Position: Tracking

SB 756 (Stone R) California Environmental Quality Act.

Introduced: 2/27/2015

Status: 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 3/19/2015)

Location: 5/15/2015-S. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would state the intent of the Legislature to enact legislation to amend CEQA.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 From printer. May be acted upon on or after April 1. Read first time.
 Mar. 19 Referred to Com. on RLS.

Organization: SCAG

Position: Tracking

SB 767 (De León D) Los Angeles County Metropolitan Transportation Authority: transactions and use tax.

Introduced: 2/27/2015

Last Amended: 7/16/2015

Status: 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/16/2015-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 8 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GOMEZ, Chair

Summary:

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.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 From printer. May be acted upon on or after April 1. Read first time.
 Mar. 19 Referred to Coms. on T. & H. and GOV. & F.
 Mar. 27 Set for hearing April 14.
 Apr. 15 From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0. Page 621.) (April 14). Re-referred to Com. on GOV. & F.
 Apr. 17 Set for hearing April 22.
 Apr. 22 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 726.) (April 22). Re-referred to Com. on APPR.
 Apr. 24 Set for hearing May 4.

May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.
 May 5 Read second time. Ordered to third reading.
 June 1 Read third time and amended. Ordered to second reading.
 June 2 Read second time. Ordered to third reading.
 June 4 In Assembly. Read first time. Held at Desk.
 June 4 Read third time. Passed. (Ayes 24. Noes 13. Page 1332.) Ordered to the Assembly.
 June 18 Referred to Coms. on L. GOV. and TRANS.
 July 2 From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (July 1). Re-referred to Com. on TRANS.
 July 8 From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.
 July 15 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 12. Noes 2.) (July 13).
 July 16 Read second time and amended. Re-referred to Com. on APPR.

Organization: SCAG
Position: Support

SB 778 (Allen D) Automotive oil source reduction.

Introduced: 2/27/2015
Last Amended: 4/20/2015
Status: 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/28/2015)
Location: 5/29/2015-S. 2 YEAR

Desk	Policy	2 year	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, on and after January 1, 2018, require all automotive oil sold in this state to be certified by the oil manufacturer to achieve a minimum useful life of 10,000 miles when used in accordance with the automobile manufacturer's recommendations, and to meet current automotive industry standards. A violation of these provisions would be a crime, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 From printer. May be acted upon on or after April 1. Read first time.
 Mar. 19 Referred to Com. on N.R. & W.
 Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on N.R. & W.
 Apr. 7 Withdrawn from committee. Re-referred to Com. on RLS.
 Apr. 16 Re-referred to Com. on E.Q.
 Apr. 17 Set for hearing April 29.
 Apr. 20 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1. Page 859.) (April 29). Re-referred to Com. on APPR.
 May 5 Set for hearing May 11.
 May 11 May 11 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 May 28 May 28 hearing: Held in committee and under submission.

Organization: SCAG
Position: Tracking

SB 788 (McGuire D) California Coastal Protection Act of 2015.

Introduced: 2/27/2015
Last Amended: 6/2/2015
Status: 7/15/2015-July 15 set for first hearing. Placed on APPR. suspense file.
Location: 7/15/2015-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

The California Coastal Sanctuary Act of 1994 authorizes the State Lands Commission to enter into a lease for the extraction of oil or gas from state-owned tide and submerged lands in the California Coastal Sanctuary if the commission determines that the oil or gas deposits are being drained by

means of producing wells upon adjacent federal lands and the lease is in the best interest of the state. This bill would enact the California Coastal Protection Act of 2015, which would delete this authorization. The bill would make related legislative findings and declarations.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 From printer. May be acted upon on or after April 1. Read first time.
 Mar. 19 Referred to Com. on N.R. & W.
 Apr. 9 Set for hearing April 28.
 Apr. 30 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 1. Page 821.) (April 28).
 May 4 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.
 May 18 May 18 hearing: Placed on APPR. suspense file.
 May 23 Set for hearing May 28.
 June 1 From committee: Do pass as amended. (Ayes 5. Noes 2. Page 1160.) (May 28).
 June 2 Read second time and amended. Ordered to third reading.
 June 3 Read third time. Passed. (Ayes 23. Noes 14. Page 1290.) Ordered to the Assembly.
 June 4 In Assembly. Read first time. Held at Desk.
 June 15 Referred to Com. on NAT. RES.
 June 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (June 29). Re-referred to Com. on APPR.
 July 15 July 15 set for first hearing. Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

SBX1 1 (Beall D) Transportation funding.

Introduced: 6/22/2015

Last Amended: 7/14/2015

Status: 7/14/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.

Location: 7/14/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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.

History:

2015

June 22 Introduced. Read first time. Referred to Com. on RLS. To print.
 June 23 From printer.
 July 8 Re-referred to Com. on T. & I.D.
 July 14 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.

Organization: SCAG

Position: Tracking

SBX1 2 (Huff R) Greenhouse Gas Reduction Fund.

Introduced: 6/30/2015

Status: 7/1/2015-From printer.

Location: 6/30/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

June 30 Introduced. Read first time. Referred to Com. on T. & I.D. To print.
July 1 From printer.

Organization: SCAG

Position: Tracking

SBX1 3 (Vidak R) Transportation bonds: highway, street, and road projects.

Introduced: 7/1/2015

Status: 7/2/2015-From printer.

Location: 7/1/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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.

History:

2015

July 1 Introduced. Read first time. Referred to Com. on T. & I.D. To print.
July 2 From printer.

Organization: SCAG

Position: Tracking

SBX1 4 (Beall D) Transportation funding.

Introduced: 7/7/2015

Status: 7/8/2015-From printer. Read second time. Ordered to third reading.

Location: 7/8/2015-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/17/2015 #1 SENATE SENATE BILLS-THIRD READING FILE

Summary:

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 the state's highways, local roads, bridges, and other critical transportation infrastructure.

History:

2015

July 7 Introduced. Read first time. To print. Ordered to second reading.
July 8 From printer. Read second time. Ordered to third reading.

Organization: SCAG

Position: Tracking

SBX1 5 (Beall D) Transportation funding.

Introduced: 7/7/2015

Status: 7/8/2015-From printer. Read second time. Ordered to third reading.

Location: 7/8/2015-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

Summary:

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.

History:

2015

July 7 Introduced. Read first time. To print. Ordered to second reading.

July 8 From printer. Read second time. Ordered to third reading.

Organization: SCAG

Position: Tracking

SBX1 6 (Runner R) Greenhouse Gas Reduction Fund: transportation expenditures.

Introduced: 7/13/2015

Status: 7/14/2015-From printer.

Location: 7/13/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

July 13 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

July 14 From printer.

Organization: SCAG

Position: Tracking

SBX1 7 (Allen D) Diesel sales and use tax.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, as of 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.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SBX1 8 (Hill D) Public transit: funding.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SBX1 9 (Moorlach R) Department of Transportation.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SBX1 10 (Bates R) Regional transportation capital improvement funds.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SBX1 11 (Berryhill R) California Environmental Quality Act: exemption: roadway improvement.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

CEQA, until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, 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-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SBX1 12 (Runner R) California Transportation Commission.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SBX1 13 (Vidak R) Office of the Transportation Inspector General.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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 ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SBX1 14 (Cannella R) Transportation projects: comprehensive development lease agreements.

Introduced: 7/16/2015

Status: 7/16/2015-Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Location: 7/16/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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.

History:

2015

July 16 Introduced. Read first time. Referred to Com. on T. & I.D. To print.

Organization: SCAG

Position: Tracking

SCA 7 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.

Introduced: 4/9/2015

Last Amended: 5/28/2015

Status: 5/28/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Location: 5/28/2015-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2015

Apr. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Apr. 10 From printer. May be acted upon on or after May 10.

Apr. 16 Referred to Coms. on T. & H. and E. & C.A.

Apr. 21 Set for hearing May 5.

Apr. 27 May 5 hearing postponed by committee.

May 28 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Organization: SCAG

Position: Support

SCAX1 1 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.

Introduced: 6/19/2015

Status: 7/8/2015-Re-referred to Com. on T. & I.D.

Location: 7/8/2015-S. T. & I.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

8/19/2015 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND INFRASTRUCTURE DEVELOPMENT, BEALL, Chair

Summary:

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.

History:

2015

June 19 Introduced. Read first time. Referred to Com. on RLS. To print.
June 22 From Printer.
July 8 Re-referred to Com. on T. & I.D.

Organization: SCAG
Position: Tracking

Total Measures: 106
Total Tracking Forms: 111