



Bill Number	Current Text	Status	Summary	MTC Position
<a href="#">AB 2</a> <a href="#">Alejo</a>	Chaptered 9/22/2015	Assembly Chaptered	<b>Community revitalization authority.</b> 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.	
<a href="#">AB 4</a> <a href="#">Linder</a>	Introduced 12/1/2014	Assembly 2 year	<b>Vehicle weight fees: transportation bond debt service.</b> Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Support & Seek Amendment
<a href="#">AB 6</a> <a href="#">Wilk</a>	Introduced 12/1/2014	Assembly Transportation	<b>Bonds: transportation: school facilities.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	
<a href="#">AB 8</a> <a href="#">Gatto</a>	Chaptered 9/28/2015	Assembly Chaptered	<b>Emergency services: hit-and-run incidents.</b> 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.	
<a href="#">AB 21</a> <a href="#">Bonta</a>	Amended 1/4/2016	Senate Third Reading	<b>Medical marijuana: cultivation licenses.</b> Current law provides that if a city, county, or city and county does not have land use regulations or ordinances regulating or prohibiting the cultivation of marijuana, commencing March 1, 2016, the Department of Food and Agriculture is the sole licensing authority for medical marijuana cultivation applicants in that city, county, or city and county. This bill would delete the provision that grants the department the sole licensing authority under those circumstances.	

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

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

<a href="#">AB 194</a> <a href="#">Frazier</a>	Chaptered 10/9/2015	Assembly Chaptered	<b>High-occupancy toll lanes.</b> Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop and operate HOT lanes or other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.	Support
<a href="#">AB 198</a> <a href="#">Frazier</a>	Chaptered 6/30/2015	Assembly Chaptered	<b>Vehicles: tow truck assistance.</b> Would authorize a driver of a tow truck who is either operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway or summoned by the owner or operator of a vehicle involved in a collision or that is otherwise disabled on the roadway to utilize the center median or right shoulder of a roadway in the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or rendering of assistance to a disabled vehicle obstructing a roadway if specified conditions are met.	
<a href="#">AB 208</a> <a href="#">Bigelow</a>	Chaptered 9/4/2015	Assembly Chaptered	<b>Vehicles: highway: lane use.</b> Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.	
<a href="#">AB 210</a> <a href="#">Gatto</a>	Vetoed 9/28/2015	Assembly Vetoed	<b>High-occupancy vehicle lanes: County of Los Angeles.</b> 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.	
<a href="#">AB 212</a> <a href="#">Achadjian</a>	Introduced 2/2/2015	Assembly 2 year	<b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
<a href="#">AB 222</a> <a href="#">Achadjian</a>	Amended 3/23/2015	Senate 2 year	<b>Vehicle records: confidential home address.</b> Current law prohibits the disclosure of the home addresses of certain public employees and officials, including an employee of the Department of Corrections and Rehabilitation, Division of Juvenile Facilities or the Prison Industry Authority, that appear in records of the Department of Motor Vehicles, except to a court, a law enforcement agency, an attorney in a civil or criminal action under certain circumstances, and certain other official entities. This bill would extend that prohibition, subject to those same exceptions, to the disclosure of the home addresses of an employee of the State Department of State Hospitals, as specified.	

<a href="#">AB 223</a> <a href="#">Dahle</a>	Chaptered 8/11/2015	Assembly Chaptered	<b>Highways: exit information signs.</b> Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	
<a href="#">AB 227</a> <a href="#">Alejo</a>	Amended 1/4/2016	Assembly Budget	<b>Household hazardous waste: transportation manifest.</b> Current law requires, on or before December 31, 2019, public agencies and their contractors that transport household hazardous waste to a hazardous waste facility to use certain consolidated manifesting procedures. Current law establishes volumetric and weight limits on the amount of hazardous waste that a conditionally exempt small quantity generator may transport to a household hazardous waste collection facility. Current law expresses the weight limit in 2 alternative measures. This bill would extend the consolidated manifesting procedures requirement to December 31, 2020.	Support
<a href="#">AB 235</a> <a href="#">Frazier</a>	Introduced 2/5/2015	Senate 2 year	<b>Driver's licenses: provisional licenses.</b> The Brady-Jared Teen Driver Safety Act of 1997, provides for the issuance of a driver's license to an applicant who is at least 16 years of age but under 18 years of age pursuant to the provisional licensing program. Under current law, a person licensed under this program is prohibited, during the first 12 months after issuance of a provisional license, from driving during the hours of 11 p.m. and 5 a.m. or from transporting passengers who are under 20 years of age, subject to specified exceptions. This bill would prohibit a person with a provisional license, from engaging in those prohibited activities until the provisional period ends when the person reaches 18 years of age.	
<a href="#">AB 239</a> <a href="#">Gallagher</a>	Introduced 2/5/2015	Assembly 2 year	<b>Greenhouse gases: regulations.</b> Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	
<a href="#">AB 313</a> <a href="#">Atkins</a>	Chaptered 9/22/2015	Assembly Chaptered	<b>Enhanced infrastructure financing districts.</b> Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	
<a href="#">AB 323</a> <a href="#">Olsen</a>	Chaptered 7/6/2015	Assembly Chaptered	<b>California Environmental Quality Act: exemption: roadway improvement.</b> 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.	

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

<a href="#">AB 448</a> <a href="#">Brown</a>	Introduced 2/23/2015	Senate Appropriations	<b>Local government finance: property tax revenue allocations: vehicle license fee adjustments.</b> Current property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. This bill would modify these reduction and transfer provisions, for the 2015-16 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	
<a href="#">AB 450</a> <a href="#">McCarty</a>	Introduced 2/23/2015	Senate 2 year	<b>Greenhouse gas: energy efficiency: financing.</b> Would authorize the use of the moneys in the Greenhouse Gas Reduction Fund to provide funding for the implementation of the PACE Reserve program. This bill contains other existing laws.	
<a href="#">AB 457</a> <a href="#">Melendez</a>	Amended 3/26/2015	Assembly 2 year	<b>High-occupancy toll lanes.</b> Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	
<a href="#">AB 464</a> <a href="#">Mullin</a>	Vetoed 8/17/2015	Assembly Vetoed	<b>Transactions and use taxes: maximum combined rate.</b> Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Support
<a href="#">AB 472</a> <a href="#">Harper</a>	Introduced 2/23/2015	Assembly 2 year	<b>Public works: prevailing wage: volunteers.</b> Current law generally requires the payment of not less than the prevailing rate of per diem wages for work of a similar character in the locality in which the public work, as defined, is performed by workers employed on public works projects, except for public works projects of \$1,000 or less, or except for any work performed, on or after January 1, 2002, and until January 1, 2017, by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a Community Conservation Corps. This bill would make a nonsubstantive, technical change by deleting an obsolete provision.	
<a href="#">AB 498</a> <a href="#">Levine</a>	Chaptered 10/8/2015	Assembly Chaptered	<b>Wildlife conservation: wildlife corridors.</b> Would declare that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means, as applicable. This bill contains other related provisions and other existing laws.	
<a href="#">AB 516</a> <a href="#">Mullin</a>	Amended 7/16/2015	Senate 2 year	<b>Vehicles: temporary license plates.</b> Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Support

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



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

<a href="#">AB 828</a> <a href="#">Low</a>	Amended 7/14/2015	Senate 2 year	<b>Vehicles: transportation services.</b> Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Support
<a href="#">AB 857</a> <a href="#">Perea</a>	Amended 8/18/2015	Senate 2 year	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.	
<a href="#">AB 869</a> <a href="#">Cooper</a>	Amended 6/18/2015	Senate 2 year	<b>Public transportation agencies: fare evasion and prohibited conduct.</b> Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	
<a href="#">AB 875</a> <a href="#">Harper</a>	Introduced 2/26/2015	Assembly 2 year	<b>Low-speed electric bicycles.</b> Current law defines a motorized bicycle in one case as a device that has fully operative pedals for propulsion by human power and has an electric motor that meets specified requirements, including that it has a power output of not more than 1,000 watts, is incapable of propelling the device at a speed of more than 20 miles per hour on ground level, and is incapable of further increasing the speed of the device when human power is used to propel the motorized bicycle faster than 20 miles per hour. This bill would redefine this type of "motorized bicycle" by, among other things, renaming it a "low-speed electric bicycle," stating that it can have either 2 or 3 wheels, lowering the maximum power output to 750 watts, and requiring that it weigh no more than 80 pounds.	
<a href="#">AB 877</a> <a href="#">Chu</a>	Amended 3/26/2015	Assembly 2 year	<b>Transportation.</b> 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.	
<a href="#">AB 902</a> <a href="#">Bloom</a>	Chaptered 9/21/2015	Assembly Chaptered	<b>Traffic violations: diversion programs.</b> Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to the imposition of those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program that is sanctioned by local law enforcement	

<a href="#">AB 906</a> <a href="#">Cooper</a>	Chaptered 9/28/2015	Assembly Chaptered	<b>Sacramento Regional Transit District.</b> Current law provides that a city or county that is not annexed to the Sacramento Regional Transit District may appoint at least one director as a participating entity if it enters into an agreement with the district that provides, among other things, for payment of the participating entity's proportionate share of the district's cost to provide rail or other districtwide transit services. Current law, in that regard, provides for the proportionate share of the City of Elk Grove to be determined pursuant to a specified agreement between the city and the district. This bill would repeal those provisions relating to the proportionate share of the City of Elk Grove to be determined pursuant to the specified agreement.
<a href="#">AB 914</a> <a href="#">Brown</a>	Chaptered 10/9/2015	Assembly Chaptered	<b>Toll facilities: County of San Bernardino.</b> Would authorize the San Bernardino County Transportation Commission to conduct, administer, and operate a value-pricing program, that may include HOT lanes or other toll facilities in the Interstate Highway Routes 10 and 15 in the County of San Bernardino and, with the agreement of affected transportation agencies, specified extensions and connections into the Counties of Los Angeles and Riverside. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize the commission to issue revenue bonds payable from toll revenues.
<a href="#">AB 945</a> <a href="#">Ting</a>	Amended 5/20/2015	Assembly Appropriations Suspense File	<b>Sales and use taxes: exemption: low-emission vehicles.</b> 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.
<a href="#">AB 1030</a> <a href="#">Ridley-Thomas</a>	Amended 7/7/2015	Senate 2 year	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.
<a href="#">AB 1032</a> <a href="#">Salas</a>	Chaptered 10/4/2015	Assembly Chaptered	<b>Diesel Fuel Tax Law: reimbursements.</b> The Diesel Fuel Tax Law provides for a reimbursement of the amount of that tax to persons who have used that tax-paid fuel in specified nontaxable uses, which is allowed through a claim for refund. This bill would allow a claim for refund for amounts of tax paid on the biodiesel fuel portion of dyed blended biodiesel fuel removed from an approved terminal at the terminal rack, as provided, to the extent a supplier can show that the tax on that biodiesel fuel has been paid by the same supplier.
<a href="#">AB 1033</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a>	Amended 1/4/2016	Assembly Jobs, Economic Development and the Economy	<b>Economic impact analysis: small business definition.</b> Would authorize a state agency, when preparing the economic impact analysis, to use a consolidated definition of small business to determine the number of small businesses within the economy, a specific industry sector, or geographic region, and would define "small business" for that purpose as a business that is independently owned and operated, not dominant in its field of operation, and has fewer than 100 employees.
<a href="#">AB 1096</a> <a href="#">Chiu</a>	Chaptered 10/7/2015	Assembly Chaptered	<b>Vehicles: electric bicycles.</b> Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. The bill would require every electric bicycle manufacturer to certify that it complies with specified equipment and manufacturing requirements.

<a href="#">AB 1098</a> <a href="#">Bloom</a>	Amended 3/26/2015	Assembly 2 year	<b>Transportation: congestion management.</b> 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.
<a href="#">AB 1115</a> <a href="#">Salas</a>	Amended 1/4/2016	Assembly Transportation	<b>School zones: traffic control devices: state highways.</b> Would authorize the governing board of a city, county, city and county, or school district, by ordinance, to designate a school zone within its geographic jurisdiction on a state highway, other than a freeway, if the state highway is within 1,000 feet of the grounds of a school, and to specify in the ordinance the applicable speed limit that shall apply within the school zone. The designation of a school zone pursuant to this section may be made regardless of the previously posted speed limits on the state highway or the presence of a fence, gate, or other physical barrier separating the state highway from the school grounds.
<a href="#">AB 1132</a> <a href="#">Ting</a>	Amended 5/4/2015	Assembly 2 year	<b>Distributed generation: report: green workforce training programs.</b> Current law requires the Public Utilities Commission, on or before January 1, 2010, and biennially thereafter, in consultation with the Independent System Operator and the State Energy Resources Conservation and Development Commission, to study, and submit a report to the Legislature and the Governor on, the impacts of distributed energy generation on the state's distribution and transmission grid. This bill would instead require the report to be submitted annually to the Legislature.
<a href="#">AB 1138</a> <a href="#">Patterson</a>	Introduced 2/27/2015	Assembly 2 year	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.
<a href="#">AB 1160</a> <a href="#">Harper</a>	Amended 4/14/2015	Assembly 2 year	<b>Vehicles: automated traffic enforcement systems.</b> Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.
<a href="#">AB 1164</a> <a href="#">Gatto</a>	Chaptered 10/9/2015	Assembly Chaptered	<b>Water conservation: drought tolerant landscaping.</b> Would prohibit a city, including a charter city, county, and city and county, from enacting or enforcing any ordinance or regulation that prohibits the installation of drought tolerant landscaping, synthetic grass, or artificial turf on residential property, as specified. The bill would additionally state that this is an issue of statewide concern. This bill contains other related provisions.

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

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

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

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



<a href="#">AB 1569</a> <a href="#">Steinorth</a>	Introduced 1/4/2016	Assembly Print	<b>California Environmental Quality Act: exemption: existing transportation infrastructure.</b> Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.
<a href="#">AB 1572</a> <a href="#">Campos</a>	Introduced 1/4/2016	Assembly Print	<b>School transportation.</b> Would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner.
<a href="#">AB 1591</a> <a href="#">Frazier</a>	Introduced 1/6/2016	Assembly Print	<b>Transportation funding.</b> 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.
<a href="#">AB 1592</a> <a href="#">Bonilla</a>	Introduced 1/6/2016	Assembly Print	<b>Autonomous vehicles: pilot project.</b> Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, the driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.
<a href="#">AB 1595</a> <a href="#">Campos</a>	Introduced 1/6/2016	Assembly Print	<b>Employment: human trafficking training: mass transportation employers.</b> Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.
<a href="#">ABX1 1</a> <a href="#">Alejo</a>	Introduced 6/23/2015	Assembly Print	<b>Transportation funding.</b> 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.

<a href="#">ABX1 2</a> <a href="#">Perea</a>	Introduced 6/25/2015	Assembly Print	<b>Transportation projects: comprehensive development lease agreements.</b> 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.
<a href="#">ABX1 3</a> <a href="#">Frazier</a>	Amended 9/3/2015	Assembly Conference Committee	<b>Transportation funding.</b> Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.
<a href="#">ABX1 4</a> <a href="#">Frazier</a>	Introduced 7/9/2015	Senate Rules	<b>Transportation funding.</b> 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.
<a href="#">ABX1 6</a> <a href="#">Hernández,</a> <a href="#">Roger</a>	Introduced 7/16/2015	Assembly Print	<b>Affordable Housing and Sustainable Communities Program.</b> 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.
<a href="#">ABX1 7</a> <a href="#">Nazarian</a>	Introduced 7/16/2015	Assembly Print	<b>Public transit: funding.</b> 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.
<a href="#">ABX1 8</a> <a href="#">Chiu</a>	Introduced 7/16/2015	Assembly Print	<b>Diesel sales and use tax.</b> 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.

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

<a href="#">ABX1 18</a> <a href="#">Linder</a>	Introduced 8/31/2015	Assembly Print	<b>Vehicle weight fees: transportation bond debt service.</b> Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.
<a href="#">ABX1 19</a> <a href="#">Linder</a>	Introduced 8/31/2015	Assembly Print	<b>California Transportation Commission.</b> 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.
<a href="#">ABX1 20</a> <a href="#">Gaines, Beth</a>	Introduced 8/31/2015	Assembly Print	<b>State government: elimination of vacant positions: transportation: appropriation.</b> Current law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other current laws.
<a href="#">ABX1 21</a> <a href="#">Oberholte</a>	Introduced 8/31/2015	Assembly Print	<b>Environmental quality: highway projects.</b> Would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.
<a href="#">ABX1 22</a> <a href="#">Patterson</a>	Introduced 9/1/2015	Assembly Print	<b>Design-build: highways.</b> Would authorize the Department of Transportation to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system.
<a href="#">ABX1 23</a> <a href="#">Garcia, Eduardo</a>	Introduced 9/4/2015	Assembly Print	<b>Transportation.</b> Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.
<a href="#">ABX1 24</a> <a href="#">Levine</a>	Introduced 9/11/2015	Assembly Print	<b>Bay Area Transportation Commission: election of commissioners.</b> Would, effective January 1, 2017, redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017.
<a href="#">ACA 4</a> <a href="#">Frazier</a>	Amended 8/17/2015	Assembly Appropriations Suspense File	<b>Local government transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

<a href="#">ACR 1</a> <a href="#">Levine</a>	Chaptered 7/1/2015	Assembly Chaptered	<b>Robin Williams Tunnel.</b> This measure would designate the Waldo Tunnel on State Highway Route 101 between postmile 0.885 and postmile 1.074 in the County of Marin as the Robin Williams Tunnel. The measure would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.
<a href="#">SB 1</a> <a href="#">Gaines</a>	Introduced 12/1/2014	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> 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.
<a href="#">SB 5</a> <a href="#">Vidak</a>	Introduced 12/1/2014	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> 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.
<a href="#">SB 8</a> <a href="#">Hertzberg</a>	Amended 2/10/2015	Senate 2 year	<b>Taxation.</b> Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate , would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.
<a href="#">SB 9</a> <a href="#">Beall</a>	Chaptered 10/9/2015	Senate Chaptered	<b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</b> 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.
<a href="#">SB 25</a> <a href="#">Roth</a>	Vetoed 9/22/2015	Senate Vetoed	<b>Local government finance: property tax revenue allocation: vehicle license fee adjustments.</b> Would modify specified reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2014-15 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill contains other related provisions and other existing laws.

<a href="#">SB 32</a> <a href="#">Pavley</a>	Amended 9/10/2015	Assembly 2 year	<b>California Global Warming Solutions Act of 2006.</b> Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.
<a href="#">SB 34</a> <a href="#">Hill</a>	Chaptered 10/6/2015	Senate Chaptered	<b>Automated license plate recognition systems: use of data.</b> Would impose specified requirements on an "ALPR operator" as defined, including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. The bill would impose similar requirements on an "ALPR end-user," as defined. This bill contains other related provisions and other existing laws.
<a href="#">SB 55</a> <a href="#">Knight</a>	Introduced 12/19/2014	Senate 2 year	<b>Department of Transportation: administration.</b> Current law authorizes the Department of Transportation to do any act, as specified, for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would make technical, nonsubstantive changes to these provisions.
<a href="#">SB 59</a> <a href="#">Knight</a>	Introduced 12/19/2014	Senate 2 year	<b>Vehicles: high-occupancy vehicle lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.
<a href="#">SB 61</a> <a href="#">Hill</a>	Chaptered 9/28/2015	Senate Chaptered	<b>Driving under the influence: ignition interlock device.</b> Current law requires the Department of Motor Vehicles to establish a pilot program from July 1, 2010, to January 1, 2016, inclusive, in the Counties of Alameda, Los Angeles, Sacramento, and Tulare that requires, as a condition of being issued a restricted driver's license, being reissued a driver's license, or having the privilege to operate a motor vehicle reinstated subsequent to a conviction for any violation of the offenses related to driving while under the influence, a person to install for a specified period of time an ignition interlock device on all vehicles he or she owns or operates. This bill would extend the operation of that pilot program until July 1, 2017.
<a href="#">SB 63</a> <a href="#">Hall</a>	Chaptered 10/11/2015	Senate Chaptered	<b>Seaport infrastructure financing districts.</b> 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.
<a href="#">SB 64</a> <a href="#">Liu</a>	Chaptered 10/9/2015	Senate Chaptered	<b>California Transportation Plan.</b> 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.
<a href="#">SB 69</a> <a href="#">Leno</a>	Amended 5/27/2015	Senate Budget and Fiscal Review	<b>Budget Act of 2015.</b> This bill would make appropriations for support of state government for the 2015-16 fiscal year. This bill contains other related provisions.

<a href="#">SB 158</a> <a href="#">Huff</a>	Amended 3/26/2015	Senate 2 year	<b>Transportation projects: comprehensive development lease agreements.</b> Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.
<a href="#">SB 167</a> <a href="#">Gaines</a>	Amended 8/17/2015	Senate Public Safety	<b>Fires: interference: unmanned aircraft.</b> Would make it unlawful to knowingly, intentionally, or recklessly operate an unmanned aircraft or unmanned aircraft system, as defined, in a manner that prevents or delays the extinguishment of a fire, or in any way interferes with the efforts of firefighters to control, contain, or extinguish a fire. The bill would make a violation of this prohibition punishable by imprisonment in a county jail not to exceed 6 months, by a fine not to exceed \$5,000, or by both that fine and imprisonment. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.
<a href="#">SB 189</a> <a href="#">Hueso</a>	Amended 8/17/2015	Assembly 2 year	<b>Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee.</b> 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.
<a href="#">SB 192</a> <a href="#">Liu</a>	Amended 4/30/2015	Senate 2 year	<b>Bicycles: helmets.</b> Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.
<a href="#">SB 194</a> <a href="#">Cannella</a>	Introduced 2/10/2015	Senate 2 year	<b>Vehicles: high-occupancy vehicle lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.
<a href="#">SB 207</a> <a href="#">Wieckowski</a>	Amended 3/24/2015	Assembly 2 year	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.
<a href="#">SB 231</a> <a href="#">Gaines</a>	Chaptered 9/9/2015	Senate Chaptered	<b>Transportation programs.</b> Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs including 5% for the Low Carbon Transit Operations Program and 20% for the Affordable Housing and Sustainable Communities Program. This bill would include water-borne transit as an eligible project that may be funded under these 2 programs.

<a href="#">SB 236</a> <a href="#">Beall</a>	Chaptered 9/28/2015	Senate Chaptered	<b>Public streets, highways, and public service easements.</b> Would authorize the legislative body of the City of San Jose to summarily vacate a public service easement located between Casselino Drive and Mullinix Way in the City of San Jose that is impassable for vehicular travel, if the legislative body finds that the vacation will protect the public safety or serve the public interest and convenience. This bill contains other related provisions.	
<a href="#">SB 241</a> <a href="#">Bates</a>	Chaptered 8/10/2015	Senate Chaptered	<b>Neighborhood electric vehicles.</b> Current law, until January 1, 2017, authorizes the County of Orange to establish a neighborhood electric vehicle (NEV) transportation plan for the Ranch Plan Planned Community in that county. Under current law, operation of a neighborhood electric vehicle in violation of certain provisions is an infraction. This bill would extend the operative period of these provisions until January 1, 2022. By extending the operative period of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other current laws.	
<a href="#">SB 246</a> <a href="#">Wieckowski</a>	Chaptered 10/8/2015	Senate Chaptered	<b>Climate change adaptation.</b> Would establish the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. The bill also would require, within one year of an update to the Safeguarding California Plan, the Office of Emergency Services, in coordination with the Natural Resources Agency, the Office of Planning and Research, and relevant public and private entities, to review and update, as necessary, the Adaptation Planning Guide, as specified.	
<a href="#">SB 254</a> <a href="#">Allen</a>	Amended 6/2/2015	Assembly 2 year	<b>State highways: relinquishment.</b> Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	
<a href="#">SB 317</a> <a href="#">De León</a>	Amended 5/5/2015	Senate Inactive File	<b>The Safe Neighborhood Parks, Rivers, and Coastal Protection Bond Act of 2016.</b> Would enact the Safe Neighborhood Parks, Rivers, and Coastal Protection Bond Act of 2016, which, if adopted by the voters at the November 8, 2016, statewide general election, would authorize the issuance of bonds in the total amount of \$2,450,000,000 pursuant to the State General Obligation Bond Law to finance a safe neighborhood parks, rivers, and coastal protection program. This bill contains other related provisions.	
<a href="#">SB 321</a> <a href="#">Beall</a>	Amended 8/18/2015	Senate Inactive File	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Support



<a href="#">SB 344</a> <a href="#">Monning</a>	Amended 6/23/2015	Assembly 2 year	<b>Commercial driver's license: education.</b> Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Support
<a href="#">SB 348</a> <a href="#">Galgiani</a>	Chaptered 8/7/2015	Senate Chaptered	<b>California Environmental Quality Act: exemption: railroad crossings.</b> CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities. This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.	
<a href="#">SB 350</a> <a href="#">De León</a>	Chaptered 10/7/2015	Senate Chaptered	<b>Clean Energy and Pollution Reduction Act of 2015.</b> Current law establishes the California Renewables Portfolio Standards (RPS) Program, which is codified in the Public Utilities Act, with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold to retail customers per year by December 31, 2020. This bill would require that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50% by December 31, 2030, as provided.	
<a href="#">SB 367</a> <a href="#">Wolk</a>	Amended 8/17/2015	Assembly 2 year	<b>Agricultural lands: greenhouse gases.</b> Would authorize, rather than require, the environmental farming program to provide incentives, including loans, grants, research, technical assistance, or educational materials and outreach, to farmers whose practices promote the well-being of ecosystems, air quality, and wildlife and their habitat, and reduce on-farm greenhouse gas emissions or increase carbon storage in agricultural soils and woody biomass, or both.	
<a href="#">SB 372</a> <a href="#">Galgiani</a>	Amended 8/19/2015	Senate Energy, Utilities and Communications	<b>Transportation network companies and taxicabs: sex offenders.</b> Would prohibit a taxicab transportation service operator from hiring or retaining a driver who is required by law to register as a sex offender. This bill contains other related provisions and other existing laws.	
<a href="#">SB 374</a> <a href="#">Hueso</a>	Chaptered 10/9/2015	Senate Chaptered	<b>Local agency design-build projects: transit districts.</b> Would specify that the definition of a local agency authorized to use the design-build method of project delivery includes the San Diego Association of Governments. The bill would define projects, as it pertains to the San Diego Association of Governments, to include development projects adjacent, or physically or functionally related, to transit facilities developed by the association.	
<a href="#">SB 379</a> <a href="#">Jackson</a>	Chaptered 10/8/2015	Senate Chaptered	<b>Land use: general plan: safety element.</b> 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.	

<a href="#">SB 389</a> <a href="#">Berryhill</a>	Amended 4/6/2015	Senate 2 year	<p><b>Environmental quality: the Sustainable Environmental Protection Act.</b> Would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws.</p>	
<a href="#">SB 397</a> <a href="#">Fuller</a>	Introduced 2/25/2015	Senate 2 year	<p><b>Off-highway vehicles.</b> The Off-Highway Motor Vehicle Recreation Act of 2003 provides for the acquisition, operation, and funding of state off-highway vehicular recreation areas and trails. This bill would state the intent of the Legislature to enact legislation relating to off-highway vehicles.</p>	
<a href="#">SB 398</a> <a href="#">Leyva</a>	Amended 6/2/2015	Assembly 2 year	<p><b>Green Assistance Program.</b> 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.</p>	
<a href="#">SB 400</a> <a href="#">Lara</a>	Amended 6/1/2015	Assembly 2 year	<p><b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the Greenhouse Gas Reduction Fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a cobenefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation.</p>	
<a href="#">SB 413</a> <a href="#">Wieckowski</a>	Chaptered 10/10/2015	Senate Chaptered	<p><b>Public transit: prohibited conduct.</b> Current law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing unreasonably loud sound equipment on or in a public transportation system facility or vehicle.</p>	

<a href="#">SB 433</a> <a href="#">Berryhill</a>	Amended 5/7/2015	Assembly 2 year	<b>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</b> 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.
<a href="#">SB 441</a> <a href="#">Leno</a>	Amended 4/6/2015	Assembly Inactive File	<b>San Francisco redevelopment: housing.</b> Would authorize the successor agency to the Redevelopment Agency of the City and County of San Francisco to issue bonds or incur other indebtedness to finance the construction of affordable housing and infrastructure required by specified enforceable obligations, subject to the approval of the oversight board. The bill would provide that bonds or other indebtedness authorized by its provisions would be considered indebtedness incurred by the dissolved redevelopment agency, would be listed on the Recognized Obligation Payment Schedule, and would be secured by a pledge of moneys deposited into the Redevelopment Property Tax Trust Fund.
<a href="#">SB 461</a> <a href="#">Hernandez</a>	Chaptered 10/7/2015	Senate Chaptered	<b>State Highway Route 164: relinquishment.</b> Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law authorizes the commission to relinquish certain state highway segments to local agencies. This bill would authorize the commission to relinquish specified portions of State Highway Route 164 to the County of Los Angeles and to the City of South El Monte, under specified conditions.
<a href="#">SB 471</a> <a href="#">Pavley</a>	Amended 8/17/2015	Assembly 2 year	<b>Water, energy, and reduction of greenhouse gas emissions: planning.</b> Would include reduction of greenhouse gas emissions associated with water treatment among the investments that are eligible for funding from the Greenhouse Gas Reduction Fund. The bill would also make legislative findings and declarations, and a statement of legislative intent, with regard to the nexus between water and energy and water and reduction of greenhouse gas emissions. This bill contains other related provisions.
<a href="#">SB 491</a> Committee on Transportation and Housing	Chaptered 10/2/2015	Senate Chaptered	<b>Transportation: omnibus bill.</b> Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.
<a href="#">SB 497</a> <a href="#">Vidak</a>	Vetoed 8/7/2015	Senate Vetoed	<b>Pupil transportation: data.</b> Would, commencing with data for the 2014-15 fiscal year, and for each fiscal year thereafter, require the State Department of Education to request specified pupil transportation data from each school district, charter school, county office of education, joint powers authority, and regional occupational center or program that provides pupil transportation. The bill would require the department to post the data received on its Internet Web site, and would require the data to be separated between home-to-school transportation and special education transportation.

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

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

<a href="#">SB 719</a> <a href="#">Hernandez</a>	Chaptered 8/10/2015	Senate Chaptered	<b>Department of Transportation: motor vehicle technologies testing.</b> Current law establishing rules of the road for the operation of a vehicle on state highways and roads require motor vehicles being driven outside of a business or residence district in a caravan or motorcade, whether or not towing other vehicles, to be operated so as to allow sufficient space and in no event less than 100 feet between each vehicle or combination of vehicles so as to enable any other vehicle to overtake or pass. This bill would authorize the Department of Transportation, in coordination with the Department of the California Highway Patrol, to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles and would exempt motor vehicles participating in this testing from the above-described rule.	
<a href="#">SB 730</a> <a href="#">Wolk</a>	Chaptered 9/8/2015	Senate Chaptered	<b>Railroads: movement of freight: trains or light engines: crew size.</b> Would prohibit, on and after February 1, 2016, a train or light engine used in connection with the movement of freight, as specified, from being operated unless it has a crew consisting of at least 2 individuals. The bill would authorize the Public Utilities Commission to assess civil penalties against any person who willfully violates this provision, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">SB 757</a> <a href="#">Wieckowski</a>	Introduced 2/27/2015	Senate 2 year	<b>Transportation.</b> Current law provides various funding sources for transportation services and capital improvement projects by local entities. This bill would state the intent of the Legislature to enact legislation to require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in Fremont at a location that can be served both by trains of the Bay Area Rapid Transit system and the Altamont Commuter Express, and to require the Santa Clara Valley Transportation Authority to explore expansion of light rail service to Levi's Stadium in Santa Clara.	
<a href="#">SB 760</a> <a href="#">Mendoza</a>	Amended 5/11/2015	Senate 2 year	<b>Distressed watershed: urban greening.</b> Proposition 1 makes available \$100,000,000 of the bond proceeds, upon appropriation by the Legislature, for projects to protect and enhance an urban creek and its tributaries that meets certain requirements. This bill would require a public agency receiving an appropriation from the \$100,000,000 to give priority to projects that are located in, or directly adjacent to, a disadvantaged community within a distressed watershed and that may also provide greenspace or other venues for physical activities.	Oppose
<a href="#">SB 767</a> <a href="#">De León</a>	Chaptered 10/7/2015	Senate Chaptered	<b>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</b> 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.	
<a href="#">SB 773</a> <a href="#">Allen</a>	Amended 6/23/2015	Assembly 2 year	<b>Vehicles: registration fraud: study.</b> Would, until January 1, 2020, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Support

<a href="#">SB 782</a> <a href="#">Allen</a>	Introduced 2/27/2015	Senate 2 year	<b>State highways: relinquishment.</b> Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.
<a href="#">SB 817</a> <a href="#">Roth</a>	Introduced 1/5/2016	Senate Rules	<b>Local government finance.</b> Would state the Legislature's intent to enact legislation that would restore funding to cities that were incorporated after 2004.
<a href="#">SBX1 1</a> <a href="#">Beall</a>	Amended 9/1/2015	Senate Appropriations	<b>Transportation funding.</b> Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.
<a href="#">SBX1 2</a> <a href="#">Huff</a>	Introduced 6/30/2015	Senate T. & I.D.	<b>Greenhouse Gas Reduction Fund.</b> 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.
<a href="#">SBX1 3</a> <a href="#">Vidak</a>	Amended 8/17/2015	Senate	<b>Transportation bonds: highway, street, and road projects.</b> 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.
<a href="#">SBX1 4</a> <a href="#">Beall</a>	Amended 9/4/2015	Senate Conference Committee	<b>Transportation funding.</b> Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.
<a href="#">SBX1 5</a> <a href="#">Beall</a>	Introduced 7/7/2015	Assembly Desk	<b>Transportation funding.</b> 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.

<a href="#">SBX1 6</a> <a href="#">Runner</a>	Introduced 7/13/2015	Senate	<b>Greenhouse Gas Reduction Fund: transportation expenditures.</b> 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.
<a href="#">SBX1 7</a> <a href="#">Allen</a>	Amended 9/3/2015	Senate Appropriations	<b>Diesel sales and use tax.</b> Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.
<a href="#">SBX1 8</a> <a href="#">Hill</a>	Introduced 7/16/2015	Senate Appropriations	<b>Public transit: funding.</b> 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.
<a href="#">SBX1 9</a> <a href="#">Moorlach</a>	Introduced 7/16/2015	Senate	<b>Department of Transportation.</b> 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.
<a href="#">SBX1 10</a> <a href="#">Bates</a>	Introduced 7/16/2015	Senate T. & I.D.	<b>Regional transportation capital improvement funds.</b> 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.
<a href="#">SBX1 11</a> <a href="#">Berryhill</a>	Amended 9/4/2015	Senate T. & I.D.	<b>Environmental quality: transportation infrastructure.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions



<a href="#">SBX1 12</a> <a href="#">Runner</a>	Amended 8/20/2015	Senate Appropriations	<b>California Transportation Commission.</b> 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.
<a href="#">SBX1 13</a> <a href="#">Vidak</a>	Amended 9/3/2015	Senate Appropriations	<b>Office of the Transportation Inspector General.</b> Would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.
<a href="#">SBX1 14</a> <a href="#">Cannella</a>	Introduced 7/16/2015	Senate T. & I.D.	<b>Transportation projects: comprehensive development lease agreements.</b> 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.
<a href="#">SCA 7</a> <a href="#">Huff</a>	Amended 5/28/2015	Senate Transportation and Housing	<b>Motor vehicle fees and taxes: restriction on expenditures.</b> 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.
<a href="#">SCAX1 1</a> <a href="#">Huff</a>	Introduced 6/19/2015	Senate Appropriations	<b>Motor vehicle fees and taxes: restriction on expenditures.</b> Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.

Bill Number	Topic	Current Version	Status	Summary	MTC Position
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**Federal Bills**

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

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

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

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

<a href="#">H.R. 3825</a> Takano	Intelligent Technologies Initiative Act	Introduced 10/23/2015	House Transportation & Infrastructure Committee	Requires the DOT Secretary to establish an Intelligent Technology Initiative to provide grants to state and local entities to establish deployment sites for large scale installation and operation of intelligent transportation systems (ITS) to improve safety, efficiency, system performance and return on investment. Authorizes \$200 million per year for such purpose from the Highway Trust Fund. <i>[Note: a related program was established in H.R. 22, the FAST Act, providing \$60 million per year for this purpose.]</i>	
<a href="#">S. 206</a> Ayotte	Local Transportation Infrastructure Act	Introduced 1/21/2015	Senate Commerce, Science, and Transportation Committee	Revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.	
<a href="#">S. 268</a> Sanders	Rebuild America Act	Introduced 1/27/2015	Senate Banking, Housing and Urban Affairs Committee	Establishes a National Infrastructure Bank for transportation, water infrastructure and national parks. Appropriates \$75 billion/year to the Highway Trust Fund per year for FY 2015-2022. Appropriates \$15 billion/year to the DOT Secretary for grants for Amtrak and high-speed rail. Appropriates \$2 billion/year for TIFIA credit assistance program for FY 2015-2019. Appropriates \$5 billion/year for the TIGER discretionary grant program and \$3.5 billion/year for the NextGen Air Transportation System.	
<a href="#">S. 280</a> Portman	Federal Permitting Improvement Act	Introduced 1/28/2015	Senate (reported by committee)	Establishes the Federal Permitting Improvement Council to improve the efficiency, management, and interagency coordination of the Federal permitting process through reforms overseen by the Director of the Office of Management and Budget, and for other purposes. <i>[Note: This legislation was incorporated into H.R. 22, the FAST Act.]</i>	
<a href="#">S. 762</a> Wicker	Innovations in Surface Transportation Act	Introduced 3/17/2015	Senate Environment and Public Works	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement	

				Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, transit agencies, etc. Requires each state to establish a grant selection panel to formula criteria for project selection.	
<a href="#">S. 797</a> Booker	Railroad Infrastructure Financing Improvement Act (RIFIA)	Introduced 3/19/2015	Senate Commerce, Science & Transportation Committee	Amends the RIFIA —a federal loan and loan guarantee program — to streamline the application process and allow transit oriented development projects to qualify for funding.	
<a href="#">S. 981</a> Paul	Invest in Transportation Act	Introduced 4/16/2015		Provides additional funds for the Highway Trust Fund from corporate taxes imposed on companies that have not paid any taxes on their foreign earnings off shore. Provides that the 6.5 percent tax rate is voluntary and only for repatriations that exceed each company’s average repatriations in recent years. Provides that all such funds would be split 80%/20% to the Highway Account and the Mass Transit Account.	
<a href="#">S. 1006</a> Feinstein	Positive Train Control	Introduced 4/16/2015	Senate Commerce, Science & Transportation Committee	Authorizes the Secretary of Transportation to extend the deadline for a rail operator to achieve positive train control (PTC) in one-year increments if the Secretary determines full implementation is infeasible, the applicant has demonstrated good faith in its implementation of PTC and the applicant has presented a plan to implement PTC no later than 12/31/2018.	
<a href="#">S. 1043</a> Booker	Invest in American Jobs Act	Introduced 4/22/2015	Senate Commerce, Science & Transportation Committee	Revises Buy America requirements with respect to federal-aid highways, capital investment grants and Amtrak to make the standard more stringent and make it more difficult to obtain a waiver.	

<a href="#">S. 1350</a> Carper	Surface Transportation Extension Act	Introduced 5/14/2015	Senate (reported by committee)	Extends the federal surface transportation program for two months, until July 31, 2015, authorizing an additional \$8.4 billion in spending. Includes a “sense of Congress” with respect to the importance of enacting a long term authorization of surface transportation programs.	
<a href="#">S. 1647</a> Inhofe	Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act	6/23/2015	Senate (reported by committee)	Reauthorizes the highway portion of the federal surface transportation program for six years from FY 2016 through FY 2021 at \$278 billion. The bill language was amended and incorporated into H.R. 22, the version of the bill which passed the Senate.	
<a href="#">S. 1994</a> Carper	Tax Relief and #FixTheTrustFund For Infrastructure Certainty Act	Introduced 8/5/2015	Senate Finance Committee	Increases the federal gasoline and diesel fuel excise taxes by 16 cent per gallon over four years and requires the taxes be annually adjusted to inflation thereafter. Makes permanent the refundable portion of a child tax credit and a temporary Earned Income Tax Credit enacted as part of the American Recovery & Reinvestment Act (ARRA).	Support



## Legislative Calendar 2016

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

## 114th United States Congress, Second Session Calendar

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

Source: Senate & House of Representatives websites.

\*Dates are subject to change.