

# Memorandum

Tab 14

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 4.1  
Action

From: WILL KEMPTON  
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

## **ISSUE:**

- 1) Does the California Transportation Commission (Commission) have comments on the legislation identified and monitored by staff as presented in Attachment A?
  - ✓ 21 bills were introduced in the First Extraordinary Session.
  - ✓ August 17<sup>th</sup> the Legislature returned from summer recess.
  - ✓ September 11<sup>th</sup> is the last day for each house to pass bills in the Regular Session.
  - ✓ 71 bills, identified in Attachment A, met the criteria approved by the Commission.
- 2) Should the Commission adopt First Extraordinary Session Consensus Principles for Transportation Funding Reforms and Solutions as presented in Attachment B to guide consideration of legislation during the extraordinary session?
- 3) Should the Commission take a support position on Senate Bill (SB) X1-1 (Beall, Transportation Funding)?
- 4) Should the Commission ratify support positions for SBX1-14 (Cannella) and Assembly Bill (AB) X1-2 (Perea) regarding Public Private Partnerships as presented in Attachment C?

## **RECOMMENDATION:**

Staff recommends that the Commission:

- 1) Accept the staff report and provide direction to staff on legislation of interest to it; and
- 2) Adopt Consensus Principles for the Special Extraordinary Session on Transportation Infrastructure Funding as presented in Attachment B and direct staff to communicate them to the Legislature and the Administration; and
- 3) Adopt a position of support for SBX1-1 and direct staff to prepare and send a letter to the Author as notification of the Commission's support; and
- 4) Ratify support positions for SBX1-14 and ABX1-2 as presented in Attachment C.

**SUMMARY:****First Extraordinary Session – Consensus Principles on Transportation Funding Reforms and Solutions**

Per the Governor's Proclamation made on June 16<sup>th</sup>, a Special Extraordinary Session of the Legislature convened on June 19<sup>th</sup> to address transportation infrastructure funding. To guide the Commission in the consideration of legislation addressing transportation reforms and funding during the extraordinary session, Consensus Principles have been developed for consideration and are presented in Attachment B.

These principles build upon the Commission's existing legislative platform as presented in the 2014 Annual Report to the California Legislature as well as priorities that have been expressed by a broad coalition of transportation stakeholders representing diverse interests from laborers to business groups, private engineering firms to unions, and rural counties to metropolitan planning organizations. Staff recommends that the Commission adopt the Consensus Principles as presented in Attachment B and direct staff to transmit them to the Legislature and the Administration.

**First Extraordinary Session – Summary of Key Transportation Infrastructure Funding and Reform Bills**

During the First Extraordinary Session, the Legislature has introduced 21 bills related to transportation infrastructure funding and reform: 6 Assembly bills, 14 Senate bills, and 1 Senate Constitutional Amendment.

The following is the disposition and summary of the bills introduced so far in Extraordinary Session. Staff recommended positions are indicated.

**ABX1-1 (Alejo [D – Salinas]) – Weight Fees**

*Status: June 23, 2015 - Introduced*

*Recommended Position: Monitor*

ABX1-1 returns weight fees to the State Highway Account; repays outstanding transportation loans over three years.

**ABX1-2 (Perea [D – Fresno]) – Public Private Partnerships (P3)**

*Status: June 25, 2015 - Introduced*

*Recommended Position: Support*

ABX1-2 extends P3 authority indefinitely.

**ABX1-3 and ABX1-4 (Atkins [D – San Diego] and Frazier [D – Oakley])**

*Status: July 9, 2015 - Introduced*

*Recommended Position: Monitor*

ABX1-3 and ABX1-4 are transportation funding spot bills.

**ABX1-7 (Nazarian [D – Sherman Oaks]) – Public Transit Funding***Status: July 16, 2015 - Introduced**Recommended Position: Monitor*

ABX1-7 increases the cap and trade funding appropriation for the Transit and Intercity Rail program (from 10% to 20%) and the Low Carbon Transit Program (from 5% to 10%).

**ABX1-8 (Chiu [D – San Francisco] and Bloom [D – Santa Monica]) – Diesel Sales/Use Tax***Status: July 16, 2015 - Introduced**Recommended Position: Monitor*

ABX1-8 increases the sales and use tax on diesel from 1.75% to 5.25% with revenues appropriated by formula to public transit agencies.

**SBX1-1 (Beall [D – San Jose]) Transportation Funding***Status: August 19, 2015 – Passed from Senate Transportation & Infrastructure Development**Committee with minor technical amendments to Senate Appropriations Committee**Recommended Position: Support*

SBX1-1 is the reintroduction of SB 16 from the regular session for which the Commission adopted a support position on May 28, 2015. SBX1-1 is the only extraordinary session proposal which currently offers both transportation reform and funding policies. This bill creates a Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the state highway system and the local streets and road system. The highlights of the bill are as follows:

- Generates approximately \$4.3 to \$4.6 Billion annually
  - \$0.12/gallon increase on gasoline
  - \$0.22/gallon increase on diesel (\$0.12/gallon directed to TCIF)
  - \$35 increase in the Vehicle Registration Fee
  - \$100 increase in the Zero Emission Vehicle Fee
  - Loan repayments over 3 years
  - \$35 road access fee
- 5% off the top to self-help county incentive
- Balance distributed equally between SHOPP and Local Streets & Roads
- Adjusting the excise tax to inflation commencing in 2019 and every three years thereafter
- Price-based excise tax is reset to \$0.173/gallon
- Commission allocation of support and capital funds for all SHOPP projects, and Caltrans to develop a plan to improve efficiency by 30%
- Commission develops performance criteria for Local Streets and Roads accountability.

*Similar to SB 16, SBX1-1 will have a fiscal impact on the Commission due to additional staff resources needed to fulfill the statutory requirements.*

**SBX1-2 (Huff [R – Brea]) – Greenhouse Gas Reduction Fund**

*Status: June 30, 2015 - Introduced*

*Recommended Position: Monitor*

SBX1-2 requires all cap and trade funds generated from transportation fuels to be used for road construction and repairs.

**SBX1-3 (Vidak [R – Fresno]) – High-Speed Rail Bond Funds**

*Status: August 19, 2015 – Failed passage in Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SBX1-3 provides that any new revenues generated from the sale of the high-speed rail bonds must be used for road construction and repair, pending voter approval.

**SBX1-4 and SBX1-5 (Beall [D – San Jose])**

*Status: July 7, 2015 - Introduced*

*Recommended Position: Monitor*

SBX1-4 and SBX1-5 are transportation funding spot bills.

**SBX1-6 (Runner [R – Lancaster]) – Greenhouse Gas Reduction Fund**

*Status: July 13, 2015 – Referred to Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SBX1-6 eliminates the existing 25% appropriation of the Greenhouse Gas Reduction Fund (GGRF) to high-speed rail. All of the remaining GGRF funds, which is 65% of the total (minus the transit and housing programs), are continuously appropriated to high priority transportation projects as determined by the Commission.

**SBX1-7 (Allen [D – Santa Monica]) – Diesel Sales and Use Tax**

*Status: July 16, 2015 – Referred to Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SBX1-7 increases the sales and use tax on diesel from 1.75% to 5.25% with revenues appropriated by formula to public transit agencies.

**SBX1-8 (Hill [D – San Mateo]) – Public Transit Funding**

*Status: July 16, 2015 – Referred to Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SBX1-8 increases the cap and trade funding appropriation for the Transit and Intercity Rail program (from 10% to 20%) and the Low Carbon Transit Program (from 5% to 10%).

**SBX1-9 (Moorlach [R – Irvine]) – Department of Transportation**

*Status: August 19, 2015 – Failed passage in Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SBX1-9 prohibits Caltrans from using temporary funding (such as bonds) to support permanent positions and would require Caltrans to reduce staff and increasingly contract with qualified entities for Architectural and Engineering services related to public works projects being undertaken by the Department.

**SBX1-10 (Bates [R – Laguna Niguel]) – Regional Capital Improvements**

*Status: July 16, 2015 – Referred to Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SBX1-10 converts the STIP to a block grant program based on county shares, discontinuing the Commission's programming role beyond the acceptance of RTIPs.

**SBX1-11 (Berryhill [R – Modesto]) – CEQA Exemption: Road Improvements**

*Status: July 16, 2015 – Referred to Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SBX1-11 exempts road repair and maintenance on existing rights of way from CEQA.

**SBX1-12 (Runner [R – Lancaster]) – Transportation Commission**

*Status: August 20, 2015 – In Senate, read second time and amended, re-referred to Senate Appropriations Committee*

*Recommended Position: Monitor*

SBX1-12 makes the Commission independent and would give the Commission direct oversight for the preparation and approval of the SHOPP. Recent Amendments maintain SHOPP development with Caltrans; however, will authorize the Commission to reject individual projects within the program.

**SBX1-13 (Vidak [R – Fresno]) – Inspector General**

*Status: August 19, 2015 – Passed from Senate Transportation & Infrastructure Development Committee to Senate Appropriations Committee*

*Recommended Position: Monitor*

SBX1-13 creates an Inspector General to assure that Caltrans and the High Speed Rail Authority operate efficiently, effectively, and in compliance with state and federal laws.

**SBX1-14 (Cannella [R – Ceres]) – Public Private Partnerships**

*Status: July 16, 2015 – Referred to Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Support*

SBX1-14 extends P3 authority indefinitely.

**SCAX1-1 (Huff [R – Brea]) - Motor vehicle fees and taxes: restriction on expenditures**

*Status: August 19, 2015 – Heard in Senate Transportation & Infrastructure Development Committee*

*Recommended Position: Monitor*

SCAX1-1 is a Constitutional Amendment that makes changes to Article XIX of the State Constitution to place limits on how transportation taxes and fees can be used. Specifically, SCAX1-1 prohibits the borrowing of Section 2 revenues, instituting an across-the-board 25% limit on Section 2 revenues that can be used for bond indebtedness. Additionally, SCA 7 prohibits the borrowing of fuel excise tax revenues or vehicle licensing revenues that exceed 0.65% of the market value of a vehicle.

### **Summary of Key Regular Session Bills**

There are a number of regular session bills of interest to the Commission that are still active in the legislative process. The status of these bills are as follows:

#### **AB 194 (Frazier [D – Oakley]) High Occupancy Toll Lanes**

*Status: August 17, 2015 – In Senate Appropriations Committee – To Suspense File*

*August 27, 2015 - scheduled to be heard in Senate Appropriations Committee*

*Adopted Position: Support*

- Authorizes Caltrans, in cooperation with regional agencies, to apply to the Commission to develop and operate high occupancy toll (HOT) lanes, removes the limit on the number of HOT lanes.
- Requires the Commission to establish guidelines for the development and operation of the facilities approved by the Commission on or after a specified date, subject to specified minimum requirements.
- Specifies that public hearings conducted by the Commission for HOT Lanes applications must be held near the proposed facilities.
- Limits Caltrans' administrative expenses related to the operation of HOT lanes to 3% of the revenues generated, allows Caltrans and regional agencies to require the use of electronic transponders, requires Caltrans and regional agencies to demonstrate benefits from HOT lanes projects that convert existing HOV lanes to toll lanes, and specifies the authority of joint powers authorities to operate toll facilities.

#### **ACA 4 (Frazier [D – Oakley]) Transportation Projects: Special Taxes: Voter Approval**

*Status: August 19, 2015 – In Assembly Appropriations Committee – To Suspense File*

*August 27, 2015 - scheduled to be heard in Senate Appropriations Committee*

*Adopted Position: Support*

- This bill would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.
- July 16<sup>th</sup> amendments changed references in the bill from “special taxes” to “sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax law” or “transactions and use taxes imposed in accordance with the Transactions and Use Tax Law.”

#### **SB 64 (Liu [D – La Canada/Flintridge]) – California Transportation Plan**

*Status: July 8, 2015 – In Assembly Appropriations Committee – To Suspense File*

*August 27, 2015 - scheduled to be heard in Assembly Appropriations Committee*

*Position: Monitor*

- SB 64 would require the Commission to review recommendations in the update to the California Transportation Plan prepared by Caltrans, providing specific action-oriented and pragmatic recommendations to the Legislature and the Governor beginning in 2015 and every 5 years thereafter. On June 22<sup>nd</sup> SB 64 was amended in the Assembly Transportation Committee requiring the Commission to include in the Annual Report to the Legislature specific action-oriented and pragmatic recommendations for transportation system improvements annually as opposed to every 5 years.

*As reported at the May Commission meeting SB 64 does not have an immediate fiscal impact on the Commission. However in future years, specifically fiscal year 17/18, when the limited term position expires, this legislation will have a fiscal impact on the Commission budget.*

### **SB 321 (Beall [D – San Jose]) Motor Vehicle Fuel Taxes: Rate Adjustment**

*Status: August 18, 2015 – In Assembly, amended and re-referred to Appropriations Committee*

*Adopted Position: Support in Concept*

- Requires the State Board of Equalization (BOE) to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to a certain exemption over the next five fiscal years, based on estimates made by the board, and continue to take into account adjustments required by existing law to maintain revenue neutrality. Refines the 5 year rate adjustment process to be based on the average fuel price over the previous 4 fiscal years and the estimated price for the current fiscal year.
- Recent amendments remove references to FY 2015-16 (as the bill no longer contains an urgency clause) and also remove the provision which would allow BOE to adjust the rate more frequently than annually to reduce potential revenue volatility.

### **SCR 45 (Berryhill [R – Modesto]) Joe Levy Memorial Highway**

*Status: August 20, 2015 – Adopted by Assembly, to Senate*

*Adopted Position: Support*

- Re-designates a portion of State Highway Route 41 in the County of Fresno as the Joe Levy Memorial Highway, instead of the Dwight D. Eisenhower Memorial Freeway, and adjusts the portion of State Highway Route 41 designated as the Dwight D. Eisenhower Memorial Freeway.

### **Ratification of Support Positions for ABX1-2 (Perea,) and SBX1-14 (Cannella) – Extension of Public Private Partnership (P3) Authority**

During the summer recess, Commission staff was approached by Legislative staff regarding the Commission's position on SBX1-14 (Cannella [R – Merced]) and ABX1-2 (Perea [D – Fresno]). Both bills are identical to AB 1265 (Perea [D – Fresno]) which removed the sunset date for public private partnership project delivery method, due to expire on January 1, 2017.

AB 1265 was introduced during regular session and the Commission adopted a support position on March 26, 2015. Due to the compressed schedule of the extraordinary session, the previous position taken by the Commission, and with approval of the Chair, letters of support were transmitted to the authors of SBX1-14 and ABX1-2 on August 10, 2015, with the caveat the Commission would consider ratification of the letters of support at the August 27<sup>th</sup> Commission meeting.

Staff recommends that the Commission ratify support positions for SBX1-14 (Cannella, Public Private Partnerships) and Assembly Bill (AB) X1-2 (Perea, Public Private Partnerships) as presented in Attachment C.

### **BACKGROUND:**

The Commission approved criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration. An over-arching criterion is that a bill must directly affect transportation on a statewide basis. Bills meeting one or more of the criteria, provided below, will be brought forward to the Commission for consideration.

- Funding/Financing - funding or a funding mechanism for transportation (capital and operations)
- Environmental Mitigation - implementation of greenhouse gas emissions reduction and transportation (e.g., AB 32), and/or involve the environmental process and transportation (e.g., CEQA)
- Planning - implementation of transportation and land use and planning (e.g., SB 375)
- Project Delivery - changes to the way transportation projects are delivered

Additional criteria for bringing a bill forward include:

- Direct Impact to Commission - changes in Commission responsibility, policy impact or operations
- Commissioner Request - recommended by a Commissioner for consideration by the Commission at its next regularly scheduled meeting

The Commission adopted policy to 1) consider legislation in relation to its overall policy by topic area prior to taking a position on legislation addressing that topic; and 2) remain selective in its use of watch, support or opposition on a bill. The rationale for a policy by topic area is it permits the Commission to address a suite of legislative proposals dealing with the same topic by commenting to the author(s) without necessarily taking a position. Rather than taking specific positions on bills in their initial state, the Commission can advise the Legislature on a bill's policy and/or technical aspects, as well as how it helps or hinders transportation. The intent of the Commission's comments is to alert the Author of the bill's impact on a policy and/or technical aspect related to transportation planning, programming, financing, mitigation, or project delivery. Further direction will be provided to staff, by the Chair, on bills that meet the aforementioned criteria.

Attachment A - Status of State and Federal Legislation

Attachment B – First Extraordinary Session Consensus Principles for Transportation Funding Reforms and Solutions

Attachment C – SBX1-14 (Cannella) and ABX1-2 (Perea) Public Private Partnership Support Letters for Ratification

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>ABX1-1</u></b>	Alejo (D - Salinas)	Transportation Funding	This bill would retain weight fee revenues in the State Highway Account. Deletes the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated to the State Transportation Improvement Program, to the State Highway Operation and Protection Program, and to city and county roads.	<i>Last Action</i> Introduced in Assembly June 23, 2015 <i>Current Location</i> Assembly Pending Referral to Committee
<b><u>ABX1 - 2</u></b>	Perea (D - Fresno)	Transportation Projects: Comprehensive Lease Agreements	Amends existing law that authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities for certain transportation projects. Extends this authorization indefinitely and includes within the definition of regional transportation agency the Santa Clara Valley Transportation Authority.	<i>Last Action</i> Introduced June 25, 2015 <i>Current Location</i> Assembly
<b><u>ABX1 - 3</u></b>	Frazier (D- Oakley)	Transportation Funding	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.	<i>Last Action</i> Introduced July 9, 2015 <i>Current Location</i> Assembly
<b><u>ABX1 - 4</u></b>	Frazier (D- Oakley)	Transportation Funding	Declares 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.	<i>Last Action</i> Introduced July 9, 2015 <i>Current Location</i> Assembly
<b><u>ABX1 - 6</u></b>	Hernandez, R (D - West Covina)	Affordable Housing and Sustainable Communities Program	Requires a specified percentage of moneys available for allocation under the Affordable Housing and Sustainable Communities Program to be allocated to eligible projects in rural areas. Requires a percentage of those moneys to be allocated to eligible affordable housing projects.	<i>Last Action</i> Introduced July 16, 2015 <i>Current Location</i> Assembly
<b><u>ABX1 - 7</u></b>	Nazarian (D - Sherman Oaks)	Public Transit Funding	Continuously appropriates a percentage of the annual proceeds of the Greenhouse Gas Reduction Fund to the Transit and Intercity Rail Capital Program, and a percentage of the proceeds to the Low Carbon Transit Operations Program.	<i>Last Action</i> Introduced July 16, 2015 <i>Current Location</i> Assembly
<b><u>ABX1 - 8</u></b>	Chiu (D - San Francisco)	Diesel Sales and Use Tax	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%.	<i>Last Action</i> Introduced July 16, 2015 <i>Current Location</i> Assembly
<b><u>ABX1-10</u></b>	Levine (D - San Rafael)	Public Contracts: Extra Compensation	Provides that a state entity in a mega infrastructure project contract, may not provide for the payment of extra compensation to the contractor until the mega infrastructure project has been completed and an independent third party has verified that the mega infrastructure project meets all architectural or engineering plans and safety specifications of the contract.	<i>Last Action</i> Introduced August 19, 2015 <i>Current Location</i> Assembly

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>ABX1-11</u></b>	Gray (D - Merced)	Transportation Projects: County of Merced	This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.	<i>Last Action</i> Introduced August 20, 2015 <i>Current Location</i> Assembly
<b><u>AB 2</u></b>	Alejo (D - Salinas)	Community Revitalization Authority	Authorizes certain local agencies to form a community revitalization authority with a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for infrastructure, affordable housing, and economic revitalization and to provide for the issuance of bonds serviced by tax increment revenues. Requires the authority to adopt a community revitalization plan. Provides for periodic audits. Requires funds in a specified fund to be for housing needs.	<i>Last Action</i> Passed Senate Transportation and Housing Committee June 14, 2015 <i>Current Location</i> Senate Appropriations
<b><u>AB 33</u></b>	Quirk (D - Hayward)	Global Warming Solutions Act: Climate Control Energy Emission Reduction	Establishes the Energy Sector Emissions Reduction Advisory Council to recommend strategies for the electricity sector for incorporation into the scoping plan prepared by the State Air Resources Board, based on specified analysis including various strategies that could be implemented to reduce emissions of greenhouse gases from the electricity sector and integrate increasing amounts of renewable energy into the grid. Relates to real-time pricing for all customer classes.	<i>Last Action</i> Re-referred to Appropriations Committee August 18, 2015 <i>Current Location</i> Senate Appropriations
<b><u>AB 93</u></b>	Weber (D - San Diego)	Budget Act of 2015	Expresses the intent of the Legislature to enact statutory changes relating to the Budget Act of 2015.	<i>Last Action</i> Signed by Governor June 24, 2015 <i>Current Location</i> Chaptered by Secretary of State Chapter No. 10
<b><u>AB 95</u></b>	Assembly Budget Committee	Transportation Trailer Bill	This bill clarifies and provides for various transportation-related matters including: changes to High Speed Rail peer review group membership qualifications and reporting requirements, funding for the Walerga Sound Wall project from fuel tax revenues apportioned to Sacramento County, and provisions for the relinquishment of the Tower Bridge to the Cities of Sacramento and West Sacramento.	<i>Last Action</i> Signed by Governor June 24, 2015 <i>Current Location</i> Chaptered by Secretary of State Chapter No. 12
<b><u>AB 157</u></b>	Levine (D - San Rafael)	Richmond-San Rafael Bridge	Requires the lead agency to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act 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.	<i>Last Action</i> Read Second Time, to Third Reading August 17, 2015 <i>Current Location</i> Senate Third Reading

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>AB 194</u></b>	Frazier (D- Oakley)	High Occupancy Toll Lanes	Deletes the requirement that high occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements and limitations that apply to specified facilities. Requires the State Transportation Commission to establish guidelines for the development and operation of the facilities approved by the Commission on or after a specified date, subject to specified minimum requirements. Prohibits conversion of non-toll lanes, except for HOT lanes. Removes limits on the number of such lanes.	<b><i>Last Action</i></b> In Senate Appropriations, to Suspend August 17, 2015 <b><i>Current Location</i></b> Senate Appropriations Suspend File <b><i>CTC Position</i></b> Support (3-36-15)
<b><u>AB 208</u></b>	Bigelow (R - O'Neals)	Vehicles: Highway: Lane Use	This bill 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.	<b><i>Last Action</i></b> Passed Senate July 16, 2015 Enrolled August 18, 2015 <b><i>Current Location</i></b> Enrolled
<b><u>AB 210</u></b>	Gatto (D - Glendale)	High-Occupancy Vehicles Lanes: Los Angeles County	Prohibits 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. Requires any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements.	<b><i>Last Action</i></b> In Senate Appropriations, to Suspend July 6, 2015 <b><i>Current Location</i></b> Senate Suspend File
<b><u>AB 218</u></b>	Melendez (R - Lake Elsinore)	State Highway Route 74	This bill would authorize the Commission to relinquish to the County of Riverside that portion of State Highway Route 74 located in the unincorporated area east of the City of Lake Elsinore and west of the City of Perris under specified conditions.	<b><i>Last Action</i></b> Passed Senate Transportation and Housing Committee June 23, 2015 <b><i>Current Location</i></b> Senate Suspend File July 6, 2015
<b><u>AB 323</u></b>	Olsen (R - Modesto)	Environmental Quality Act: Exemption	Amends the California Environmental Quality Act that exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, if the project 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 to extend the above exemption indefinitely.	<b><i>Last Action</i></b> Read third time, passed Senate, to Enrollment June 24, 2015 <b><i>Current Location</i></b> Enrollment

Bill #	Author	Title	Description	Status
<b><u>AB 338</u></b>	Hernandez, R (D - West Covina)	Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax.	This bill would authorize the 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. The Transactions and Use Tax Law limits to 2% the combined rate of all transactions and use taxes imposed in any county, with certain exceptions. This bill would exempt the transactions and use tax authorized by the bill from this limitation.	<b>Last Action</b> Referred to Senate Committee May 21, 2015 <b>Current Location</b> Senate Transportation and Housing Committee
<b><u>AB 448</u></b>	Brown (D - San Bernardino)	Local Government Finance: Vehicle License Fee	Relates to county vehicle license fee property tax compensation funds and the funding of additional allocations from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	<b>Last Action</b> In Assembly Appropriations, to Suspense File June 29, 2015 <b>Current Location</b> Senate Appropriations Suspense File
<b><u>AB 464</u></b>	Mullin (D - South San Francisco)	Transactions and Use taxes: Maximum Combined Rate	Amends existing law that authorizes cities and counties, <i>and, if specifically authorized, other local governmental entities</i> , 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 the county to not exceed a specified percentage. Increases the maximum combined rate <i>for measures established by January 1, 2016</i> .	<b>Last Action</b> Vetoed by Governor August 17, 2015 <b>Current Location</b> Governor's Veto File
<b><u>AB 652</u></b>	Cooley (D - Rancho Cordova)	State Highway Route 16: Relinquishment	Extends to the California Transportation Commission on authorization to relinquish certain state highway segments to local agencies of the portion between South Watt Avenue and Grant Line Road. Authorizes the commission to relinquish to the City of Rancho Cordova a specified portion of State Highway Route 16, under certain conditions.	<b>Last Action</b> In Senate Appropriations, to Suspense July 6, 2015 <b>Current Location</b> Senate Suspense File
<b><u>AB 692</u></b>	Quirk (D - Hayward)	Low-Carbon Transportation Fuels	Amends the Global Warming Solutions Act of 2006. Requires a minimum percentage of the aggregate amount transportation fuel purchased by State agencies that are buyers of transportation fuel to be procured from very low carbon transportation fuel sources. Requires that percentage to be increased each year until a specified date. Requires to coordination with buyer State agencies. Authorizes the Legislature to appropriate money from the Greenhouse Gas Reduction Fund to offset the cost of such fuel.	<b>Last Action</b> In Senate Appropriations, to Suspense August 17, 2015 <b>Current Location</b> Senate Appropriations Suspense File
<b><u>AB 779</u></b>	Garcia (D - Bell Gardens)	<del>Environmental Quality: Transit Priority Areas</del> Transportation: Congestion Management Programs	Makes revisions to Government Code Sections 65088 and 65089 relating to the requirements of Congestion Management Plans. Revises the definition of infill opportunity zone. Revises the requirements for a congestion management program by removing traffic level of service standards for a system of highways and roadways. Requires measures of effectiveness for such system. Requires the plan to analyze the relationship between local land use decisions and regional transportation systems. Requires a deficiency plan to be prepared if it is determined a county or its cities are not conforming with the management plan.	<b>Last Action</b> Withdrawn from Senate Environmental Quality Committee. Re-referred to Senate Rules Committee August 20, 2015 <b>Current Location</b> Senate Rules Committee

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>AB 810</u></b>	Ridley-Thomas (D - Los Angeles)	State Highway Routes 1 and 187	Authorizes the State Transportation Commission to relinquish a specified portion of State Highway Route 1 and State Highway Route 187 to the City of Los Angeles under certain conditions.	<b><i>Last Action</i></b> In Senate Appropriations, to Suspense July 13, 2015 <b><i>Current Location</i></b> Senate Suspense File
<b><u>AB 914</u></b>	Brown (D - San Francisco)	Toll Facilities: County of San Bernardino	Authorizes the San Bernardino County Transportation Commission to construct and operate certain transportation facilities on <del>State Interstate</del> Highway Route 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. Requires the toll revenues to be spent for specified transportation purposes. Authorizes the Commission to issue revenue bonds payable from toll revenues.	<b><i>Last Action</i></b> Read second time to Third Reading July 14, 2015 <b><i>Current Location</i></b> Senate Third Reading
<b><u>AB 1043</u></b>	Salas (D - Bakersfield)	Highways: State Highway Route 43	This bill would add Route 43 to the existing list of interregional and intercounty routes.	<b><i>Last Action</i></b> In Senate Appropriations, to Suspense File June 29, 2015 <b><i>Current Location</i></b> Senate Appropriations Suspense File
<b><u>AB 1171</u></b>	Linder (R - Corona)	Construction Manager: General Contractor Method	Authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct expressways that are not on the state highway system if the projects expressway is developed in accordance with an approved expenditure plan. Requires certain projects to have a cooperative agreement. Requires specified information provided to a regional transportation agency to be verified under oath.	<b><i>Last Action</i></b> Passed Senate July 16, 2015 Enrolled August 18, 2015 <b><i>Current Location</i></b> Enrollment
<b><u>AB 1284</u></b>	Baker (R -San Ramon)	Bay Area State-Owned Toll Bridges	Makes the Toll Bridge Program Oversight Committee subject to the Bagley-Keene Open Meeting Act.	<b><i>Last Action</i></b> Signed by Governor, Chapered August 11, 2015 <b><i>Current Location</i></b> Chapter No. 172 Statues of 2015
<b><u>AB 1288</u></b>	Atkins (D - San Diego)	Global Warming Solutions Act of 2006: Regulations	Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified.	<b><i>Last Action</i></b> In Senate Appropriations, to Suspense August 17, 2015 <b><i>Current Location</i></b> Senate Appropriations Suspense File

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>AB 1533</u></b>	Garcia, E (D - Coachella)	Infrastructure Financing	Revises the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure. Revises the definition of port facilities to specifically reference airports, land ports, water ports, and rail ports. Expands the definition of a participating party to include an international governmental entity.	<b><i>Last Action</i></b> In Senate Appropriations, to Suspend August 17, 2015 <b><i>Current Location</i></b> Senate Appropriations Suspend File
<b><u>ACA 4</u></b>	Frazier (D- Oakley)	Local Government Transportation Projects: Special Taxes	This measure 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.	<b><i>Last Action</i></b> In Assembly Appropriations, to Suspend August 19, 2015 <b><i>Current Location</i></b> Assembly Appropriations Suspend File <b><i>CTC Position</i></b> Support (3-36-15)
<b><u>SBX1-1</u></b>	Beall (D - San Jose)	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program and a related fund for deferred highway and local road maintenance. Provides additional transportation revenues resulting from increases in motor vehicle fuel taxes and vehicle registration fees, redirection of commercial vehicle weight fees and accelerated transportation load repayment. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases the vehicle license fee over a specified time period for transportation bond debt service. Requires Caltrans to identify efficiencies and savings. Requires the Commission to allocate all capital and support costs for the SHOPP and requires a supplemental allocation process for SHOPP projects.	<b><i>Last Action</i></b> Passed from Senate Transportation and Infrastructure Development Committee August 19, 2015 <b><i>Current Location</i></b> Senate Appropriations Committee
<b><u>SBX1-2</u></b>	Huff (R - Diamond Bar)	Greenhouse Gas Reduction Fund	This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.	<b><i>Last Action</i></b> Introduced June 30, 2015 <b><i>Current Location</i></b> Senate
<b><u>SBX1 - 3</u></b>	Vidak (R - Hanford)	Transportation Bonds: Highway and Road Projects	Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.	<b><i>Last Action</i></b> Failed passage from Transportation and Infrastructure Development Committee August 19, 2015 <b><i>Current Location</i></b> Senate Transportation and Infrastructure Development Committee

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>SBX1 - 4</u></b>	Beall (D - San Jose)	Transportation Funding	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	<i>Last Action</i> Read second time. July 8, 2015 <i>Current Location</i> Senate Third Reading.
<b><u>SBX1 - 5</u></b>	Beall (D - San Jose)	Transportation Funding	Declares 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.	<i>Last Action</i> Read second time. July 8, 2015 <i>Current Location</i> Senate Third Reading.
<b><u>SBX1 - 6</u></b>	Runner (R - Antelope Valley)	Greenhouse Gas Reduction Fund: Transportation	Deletes the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and prohibits any of the proceeds from the fund from being used for that project. Continuously appropriates the remaining 65% of the annual proceeds of the fund to the Transportation Commission for allocation to high-priority transportation projects.	<i>Last Action</i> Referred to Committee July 13, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee
<b><u>SX1 - 7</u></b>	Allen (D - Santa Monica)	Diesel Sales and Use Tax	Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes. This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%.	<i>Last Action</i> Referred to Committee July 16, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee
<b><u>SBX1 - 8</u></b>	Hill (D - San Mateo)	Public Transit: Funding	Appropriates a specified percentage of proceeds of the Greenhouse Gas Reduction Fund to the Transit and Intercity Rail Capital Program, and a percentage to the Low Carbon Transit Operations Program.	<i>Last Action</i> Introduced July 16, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee
<b><u>SBX1 - 9</u></b>	Moorlach (R - Costa Mesa)	Department of Transportation	Prohibits the Department of Transportation 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. Requires the Department to contract for architectural and engineering services with respect to public works of improvement, with a minimum of percentage of total value of these services to be contracted by a specified date and increasing to a new minimum.	<i>Last Action</i> Failed passage from Transportation and Infrastructure Development Committee August 19, 2015 <i>Current Location</i> Senate

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>SBX1 - 10</u></b>	Bates (R - Laguna Niguel)	Regional Transportation Capital Improvement Funds	Revises the process for programming and allocating the share of State and federal funds available for regional transportation improvement projects. Requires an annual apportion. Provides that transportation capital improvement funds, and capital outlay support funds would be appropriated annual the Budget Act to regional agencies. Requires identification of which program will be funded with these funds.	<i>Last Action</i> Referred to Committee July 16, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee
<b><u>SBX1 - 11</u></b>	Berryhill (R - Modesto)	Environmental Quality Act: Exemption	Deletes the limitation of the exemption under the California Environmental Quality Act to projects or activities in cities and counties with a population of less than 100,000 persons. Expands the exemption to include state roadways.	<i>Last Action</i> Referred to Committee July 16, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee
<b><u>SBX1 - 12</u></b>	Runner (R - Antelope Valley)	Transportation Commission	Excludes the Transportation Commission from the Transportation Agency, establishes it as an entity in state government, and requires it to act in an independent oversight role. Requires the Commission to program transportation projects to be contained the State highway operation and protection program, and to program capital outlay support resources for each program project. Authorizes the Commission to program certain projects. Requires the submission of any project change. Recent Amendments maintain SHOPP development with Caltrans; however, will authorize the Commission to reject individual projects within the program.	<i>Last Action</i> In Senate, read second time and amended, re-referred to Appropriations Committee August 20, 2015 <i>Current Location</i> Senate Appropriations
<b><u>SBX1 - 13</u></b>	Vidak (R - Hanford)	Office of the Transportation Inspector General	Creates the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	<i>Last Action</i> Passed Transportation and Infrastructure Development Committee August 19, 2015 <i>Current Location</i> Senate Appropriations

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>SBX1 - 14</u></b>	Cannella (R - Ceres)	Transportation Projects: Comprehensive Lease Agreements	Includes 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.	<i>Last Action</i> Referred to Committee July 16, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee
<b><u>SCA X1-1</u></b>	Huff	Motor Vehicle fees and taxes: Restriction on Expenditures	Makes changes to Article XIX to place limits on how transportation taxes and fees can be used: 1. Amends Sections 1, 5, 6, and 8 – mainly to prohibit borrowing of any of the Section 2 revenues, and secondly, to institute an across-the-board 25% limit on Section 2 revenues that can be used for bond indebtedness. In Section 6(b), adds language to require approval by a vote of the voters. 2. Adds Sections 11 and 12 - prohibits borrowing fuel excise tax revenues or VLF revenues that exceed 0.65% of the market value of a vehicle and requires that revenues from taxes imposed on motor vehicle fuels for use other than in motor vehicles upon public streets and highways shall only be used for purposes described in Section 2(a) of Article XIX.	<i>Last Action</i> Heard in Senate Transportation and Infrastructure Development Committee August 19, 2015 <i>Current Location</i> Senate Transportation and Infrastructure Development Committee
<b><u>SB 9</u></b>	Beall (D - San Jose)	Greenhouse Gas Reduction Fund: Transit/Intercity Rail	Modifies the purpose of the Transit and Intercity Rail Capital Program. Provides for the funding of defined transformative capital improvements. Updates project selection criteria under the program to projects that reduce greenhouse emissions and expand transit service. Requires approval of a multi-year program of projects. Requires entering into a multi-year funding commitment for a project. Authorizes the Commission to issue letters of no prejudice allowing an applicant to expend its own moneys.	<i>Last Action</i> In Assembly, read second time, to Third Reading August 20, 2015 <i>Current Location</i> Assembly Third Reading File
<b><u>SB 16</u></b>	Beall (D - San Jose)	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program and a related fund for deferred highway and local road maintenance. Provides additional transportation revenues resulting from increases in motor vehicle fuel taxes and vehicle registration fees, redirection of commercial vehicle weight fees and accelerated transportation load repayment. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases the vehicle license fee over a specified time period for transportation bond debt service. Requires Caltrans to identify efficiencies and savings. Requires the Commission to allocate all capital and support costs for the SHOPP and requires a supplemental allocation process for SHOPP projects. Provides for an appropriation from the Road Maintenance and Rehabilitation Account to the Controller and the Commission for the costs of carrying out duties associated with the bill.	<i>Last Action</i> In Senate, read second time and amended, to third reading June 1, 2015 <i>Current Location</i> Senate Third Reading File <i>CTC Position</i> Support (5-28-15)

Bill #	Author	Title	Description	Status
<b><u>SB 63</u></b>	Hall (D - Compton)	Seaport infrastructure financing districts	This bill would include port or harbor infrastructure 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. The bill would increase the vote threshold for a seaport infrastructure financing district to issue bonds to 2/3 of the voters, and would provide that for purposes of these voters, a "landowner" means the entity paying possessory interest tax on state-owned land. The bill would prescribe additional procedures and requirements for the establishment of a seaport enhanced infrastructure financing district. The bill would specify that the State Lands Commission shall retain absolute discretion over the determination of whether or not investment of local resources in port or harbor infrastructure, the actions of a harbor agency, or any other action taken by a seaport infrastructure financing district is consistent with the state's interest in tidelands and submerged lands.	<b><i>Last Action</i></b> In Assembly, read second time, to third reading August 20, 2015 <b><i>Current Location</i></b> Assembly Third Reading File
<b><u>SB 207</u></b>	Wieckowski (D - Fremont)	Greenhouse Gas Reduction Fund	Amends existing law that requires a State agency expending moneys from the Greenhouse Gas Reduction Fund to create a records that includes a description of the expenditure and how it will contribute to achieving and maintaining greenhouse gas emissions reductions. Requires that record to be posted on the Internet Web sites of the related State agency and the State Air Resources Board prior to the expending of those moneys.	<b><i>Last Action</i></b> Referred to Assembly Committee May 14, 2015 <b><i>Current Location</i></b> Assembly Natural Resources Committee
<b><u>SB 254</u></b>	Allen (D - Santa Monica)	State Highways: Relinquishment	The bill would authorize the Commission to relinquish to a county or a city a portion of a state highway that is not part of the interregional road system, if the department has entered into an agreement with the county or city providing for the relinquishment and the road has been placed in a state of good repair. The bill would delete the requirement that good repair includes maintenance.	<b><i>Last Action</i></b> Referred to Assembly Committee June 15, 2015 <b><i>Current Location</i></b> Assembly Transportation Committee
<b><u>SB 321</u></b>	Beall (D - San Jose)	Motor Vehicle Fuel Taxes: Rate Adjustments	Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to a certain exemption over the next five fiscal years, based on estimates made by the board, and continue to take into account adjustments required by existing law to maintain revenue neutrality.	<b><i>Last Action</i></b> In Assembly read second time and amended. Re-referred to Appropriations August 18, 2015 <b><i>Current Location</i></b> Assembly Appropriations <b><i>CTC Position</i></b> Support in Concept (3-36-15)

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>SB 348</u></b>	Galgiani (D - Stockton)	California Environmental Quality Act: Railroad Crossing	Relates to the California Environmental Quality Act. Requires a lead agency, if it determines that a certain 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. Extends the repeal date for certain provisions concerning railroad crossings.	<b><i>Last Action</i></b> Signed by Governor August 7, 2015 <b><i>Current Location</i></b> Chapered by Secretary of State Chapter No. 143
<b><u>SB 350</u></b>	De Leon (D - Los Angeles) & Leon (D - San Francisco)	Clean Energy & Pollution Reduction Act of 2015	Establishes the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified periods. Requires the boards of local publicly owned electric utilities to ensure that specified quantities of such products be procured to achieve a specified percentage by a specified date. Excludes combustion from municipal waste as eligible renewable energy sources. Requires submission of renewable energy procurement plans. Relates to reducing motor vehicle emissions.	<b><i>Last Action</i></b> In Assembly Appropriations, to Suspense August 19, 2015 <b><i>Current Location</i></b> Assembly Appropriations Suspense File
<b><u>SB 433</u></b>	Berryhill (R - Modesto)	Motor Vehicle Fuel Taxes: Diesel Fuel Faxes: Rates	Requires the Department of Finance to adjust the motor vehicle and diesel fuel tax rates in a specified manner each fiscal year and to notify the Board of Equalization of the rate adjustments.	<b><i>Last Action</i></b> In Assembly Appropriations Committee, to Suspense July 13, 2015 <b><i>Current Location</i></b> Assembly Appropriations Suspense File
<b><u>SB 461</u></b>	Hernandez (D - Azusa)	State Highway Route 164: Relinquishment	Authorizes the State Transportation Commission to relinquish a specified portion of State Highway Route 164 in the County of Los Angeles to that county, under specified conditions.	<b><i>Last Action</i></b> In Assembly Appropriations, to Suspense August 19, 2015 <b><i>Current Location</i></b> Assembly Appropriations Suspense File
<b><u>SB 491</u></b>	Beall (D - San Jose)	Transportation: Omnibus Bill	Relates to a public meeting requirement to adopt criteria for spending vehicle registration funds for air quality projects. Relates to enrolling a driver in the pull notice system. Prohibits driving a commercial motor vehicle with specified experience, training, or both. Extends, in specified counties, the requirement for proof of financial responsibility to register a vehicle. Relates to protected bikeways. Updates federal transportation programming documents. Relates to project projection dates.	<b><i>Last Action</i></b> In Assembly, read second time, to consent calendar August 20, 2015 <b><i>Current Location</i></b> Assembly Consent Calendar

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<b><u>SB 508</u></b>	Beall (D - San Jose)	Transportation Operations: Financial Requirements	Deletes the requirement that transit operators maintain higher fare box requirements based on a specified fiscal year. Exempts additional expenditures categories from operating costs. Reduces the public transit operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards. Excludes certain health coverage and pension costs from the definition of operating costs used to calculate compliance with the efficiency standards.	<b><i>Last Action</i></b> In Assembly, read third time and amended August 20, 2015 <b><i>Current Location</i></b> Assembly Third Reading
<b><u>SB 513</u></b>	Beall (D - San Jose)	Carl Moyer Program Memorial Air Quality Standards Attainment Program: Fees	Allows the revenue from a surcharge on motor vehicle registration fees applicable to motor vehicles in the Sacramento Metropolitan Air Quality Management District to be used for projects that involve alternative fuel and electric infrastructure. Requires motor vehicle registration fees in air districts, except the Sacramento district, to be used for the attainment of air quality standards and emission reductions from motor vehicles. Relates to meeting air quality regarding marine vessels.	<b><i>Last Action</i></b> In Assembly Appropriations, to Suspend August 19, 2015 <b><i>Current Location</i></b> Assembly Appropriations Suspend File
<b><u>SB 516</u></b>	Fuller (R - Bakersfield)	Transportation: Motorist Aid Services	Amends an existing law which authorizes a service authority to impose a fee on vehicles registered in the counties served by the authority. Requires that such moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system. Authorizes the use of those moneys for traveler information systems, litter and debris removal, and Intelligent Transportation System architecture and infrastructure.	<b><i>Last Action</i></b> In Assembly, read third time and passed, to Third Reading File August 20, 2015 <b><i>Current Location</i></b> Assembly Third Reading File
<b><u>SB 564</u></b>	Cannella (R - Ceres)	Vehicles: School Zone Fines	Requires that an additional fine be imposed if a certain violation occurred when passing a school building or school grounds and the highway is posted with a standard warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. Requires the funds from additional fines be deposited in the State Highway Account for funding school zone safety projects within the Active Transportation Program.	<b><i>Last Action</i></b> Referred to Assembly Transportation Committee May 22, 2015 <b><i>Current Location</i></b> Assembly Transportation Committee
<b><u>SB 767</u></b>	De Leon (D - Los Angeles)	Los Angeles County Metropolitan Transportation Authority	Authorizes the Los Angeles County Metropolitan Transportation Authority to impose an additional transportation transactions and use tax subject to various requirements, including the adoption of an expenditure plan and voter approval.	<b><i>Last Action</i></b> In Assembly, read second time, to third reading August 20, 2015 <b><i>Current Location</i></b> Assembly Third Reading File
<b><u>SCR 45</u></b>	Berryhill (R - Modesto)	Joe Levy Memorial Highway	Redesignates a portion of State Highway Route 41 in the County of Fresno as the Joe Levy Memorial Highway, instead of the Dwight D. Eisenhower Memorial Freeway, and adjusts the portion of State Highway Route 41 designated as the Dwight D. Eisenhower Memorial Freeway.	<b><i>Last Action</i></b> Adopted by Senate, to Assembly August 20, 2015 <b><i>Current Location</i></b> Assembly <b><i>CTC Position</i></b> Support (6-25-15)

<b>Bill #</b>	<b>Author</b>	<b>Title</b>	<b>Description</b>	<b>Status</b>
<u><b>USHR 3236</b></u>	Shuster (R - PA)	Highway Trust Fund Programs Extension	This bills would provide a short term extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund through October 29, 2015.	<i><b>Last Action</b></i> Enacted July 31, 2015 <i><b>Current Location</b></i> Public Law #114-41
<u><b>USHR 22</b></u>	Davis (R-IL)	The Developing a Reliable and Innovative Vision for the Economy Act (DRIVE )Act	This bill would provide a six-year reauthorization of surface transportation programs containing revenue to support three years of funding for those programs; relates to Federal-aid Highways and Highway Safety Construction Programs, public transportation, the comprehensive Transportation and Consumer Protection Act of 2015, freight and major projects, finance, surface transportation extension and export-import bank of the United States.	<i><b>Last Action</b></i> Passed Senate July 30, 2015 <i><b>Current Location</b></i> In House for Concurrence

**California Transportation Commission  
First Extraordinary Session Consensus Principles for Transportation Funding  
Reforms and Solutions**

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The future of California's economy and our quality of life depend on a transportation system that provides safe, reliable, and efficient travel for people and goods. Over the past decade, the Commission has consistently urged the Administration and Legislature to address the need for reliable and sustainable funding to preserve and expand the state's transportation system, together with system reforms for efficiency and effectiveness.

On June 19, 2015 the Governor convened an Extraordinary Session of the Legislature to address the following purposes:

- 1.) Consider and act upon legislation necessary to enact pay-as-you-go, permanent, and sustainable funding to: adequately and responsibly maintain and repair the state's transportation infrastructure, improve the state's key trade corridors, and complement local efforts for repair and improvements of local transportation infrastructure; and
- 2.) Consider and act upon legislation necessary to: establish clear performance objectives measured by the percentage of pavement, bridges, and culverts in good condition; and incorporate project development efficiencies to expedite project delivery or reduce project costs.

The Commission has identified the following Consensus Principles for Reforms and Funding Solutions which are critical to achieving a sustainable, balanced, accountable, and performance-driven transportation funding package. The Commission strongly advocates that any new funding sources for transportation must be explicitly linked to reforms in the way we do business delivering transportation projects in California. The Commission will use these principles in the consideration of support positions for legislative proposals during the First Extraordinary Session.

**Transportation Reforms Should:**

***Expedite Project Delivery***

To safeguard tax payer dollars and ensure timely delivery of transportation investments, transportation reform proposals should seek to modernize and accelerate procurement and project delivery processes. Innovative delivery and procurement methods such as Public Private Partnerships, Construction Manager General Contractor and Design-Build should be emphasized and deployed. Modernization and streamlining of permitting and environmental clearance requirements for transportation projects should be considered as part of a balanced reform package. Innovation and new technology in building materials that extend the lifespan of roads, bridges and other assets should be encouraged, tested and approved expeditiously.

***Ensure Transparency and Accountability***

In order to build on the success of programs funded through Proposition 1B, transparency, accountability and reporting measures utilized in the delivery of bond projects should be considered as important components of a transportation reform package. The public should be satisfied that funds for mobility improvements actually improve mobility.

***Protect Existing and Future Transportation Revenues***

Constitutional provisions to protect both existing and future transportation revenues from diversion to non-transportation uses and expedited repayment of existing transportation loans should be critical transportation reform considerations.

**Transportation Funding Solutions Should Be:**

***Significant and Sustainable***

In order to make a meaningful impact, the Commission supports revenue enhancing options that are user-fee oriented and provide a significant level of investment which will demonstrate tangible benefits to taxpayers and drivers. Transportation funding solutions under consideration should seek to raise \$5 - \$6 billion annually, be sustainable, and remain in place for at least 10 years or until an alternative method of funding is identified.

***Consistent***

To ensure greater certainty in planning and delivering infrastructure projects, consistent annual revenue projections are critical. Transportation funding solutions should contain provisions that reduce volatility and extreme fluctuations in funding levels.

***Focus on Maintenance and Rehabilitation of the Existing System***

To address critical and immediate infrastructure needs and to protect our existing transportation assets, funding proposals should focus on the maintenance and preservation of the existing system.

***Support Trade Corridor and Goods Movement Investment***

To ensure the economic well-being of California and in recognition that the major transportation and trade corridors in our state are of national importance, funding proposals should provide for investment in trade corridors that are essential for moving goods and services through California.

***Dedicated and Protected***

To protect taxpayer contributions, transportation funding proposals should ensure that funding is dedicated to transportation infrastructure. Proposals should include constitutional protections to prevent the use of newly generated transportation revenues for any other purpose than transportation infrastructure.

***Accountable and Performance-Driven***

To ensure efficient and effective use of new funding and to build taxpayer trust, robust and meaningful performance and accountability criteria should be incorporated as an integral part of any transportation funding package.

***Equitable***

To ensure equitable investment across the entire transportation system, transportation funding solutions should provide for equal distribution of revenues between local and state roadways.

**California Transportation Commission  
First Extraordinary Session Consensus Principles for Transportation Funding  
Reforms and Solutions**

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- 1.) Consider and act upon legislation necessary to enact pay-as-you-go, permanent, and sustainable funding to: adequately and responsibly maintain and repair the state's transportation infrastructure, improve the state's key trade corridors, and complement local efforts for repair and improvements of local transportation infrastructure; and
- 2.) Consider and act upon legislation necessary to: establish clear performance objectives measured by the percentage of pavement, bridges, and culverts in good condition; and incorporate project development efficiencies to expedite project delivery or reduce project costs.

The Commission has identified the following Consensus Principles for Reforms and Funding Solutions which are critical to achieving a sustainable, balanced, accountable, and performance-driven transportation funding package. The Commission strongly advocates that any new funding sources for transportation must be explicitly linked to reforms in the way we do business delivering transportation projects in California. The Commission will use these principles in the consideration of support positions for legislative proposals during the First Extraordinary Session.

**Transportation Reforms Should:**

***Expedite Project Delivery***

To safeguard tax payer dollars and ensure timely delivery of transportation investments, transportation reform proposals should seek to modernize and accelerate procurement and project delivery processes. Innovative delivery and procurement methods such as Public Private Partnerships, Construction Manager General Contractor and Design-Build should be emphasized and deployed. Modernization and streamlining of permitting and environmental clearance requirements for transportation projects should be considered as part of a balanced reform package. Innovation and new technology in building materials that extend the lifespan of roads, bridges and other assets should be encouraged, tested and approved expeditiously.

***Ensure Transparency and Accountability***

In order to build on the success of programs funded through Proposition 1B, transparency, accountability and reporting measures utilized in the delivery of bond projects should be considered as important components of a transportation reform package. The public should be satisfied that funds for mobility improvements actually improve mobility.

***Protect Existing and Future Transportation Revenues***

Constitutional provisions to protect both existing and future transportation revenues from diversion to non-transportation uses and expedited repayment of existing transportation loans should be critical transportation reform considerations.

**Transportation Funding Solutions Should Be:**

***Significant and Sustainable***

In order to make a meaningful impact, the Commission supports revenue enhancing options that are user-fee oriented and provide a significant level of investment which will demonstrate tangible benefits to taxpayers and drivers. Transportation funding solutions under consideration should seek to raise \$5 - \$6 billion annually, be sustainable, and remain in place for at least 10 years or until an alternative method of funding is identified.

***Consistent***

To ensure greater certainty in planning and delivering infrastructure projects, consistent annual revenue projections are critical. Transportation funding solutions should contain provisions that reduce volatility and extreme fluctuations in funding levels.

***Focus on Maintenance and Rehabilitation of the Existing System***

To address critical and immediate infrastructure needs and to protect our existing transportation assets, funding proposals should focus on the maintenance and preservation of the existing system.

***Support Trade Corridor and Goods Movement Investment***

To ensure the economic well-being of California and in recognition that the major transportation and trade corridors in our state are of national importance, funding proposals should provide for investment in trade corridors that are essential for moving goods and services through California.

***Dedicated and Protected***

To protect taxpayer contributions, transportation funding proposals should ensure that funding is dedicated to transportation infrastructure. Proposals should include constitutional protections to prevent the use of newly generated transportation revenues for any other purpose than transportation infrastructure.

***Accountable and Performance-Driven***

To ensure efficient and effective use of new funding and to build taxpayer trust, robust and meaningful performance and accountability criteria should be incorporated as an integral part of any transportation funding package.

***Equitable***

To ensure equitable investment across the entire transportation system, transportation funding solutions should provide for equal distribution of revenues between local and state roadways.

LUCETTA DUNN, Chair  
BOB ALVARADO, Vice Chair  
DARIUS ASSEMI  
YVONNE B. BURKE  
JAMES EARP  
DARIO FROMMER  
JAMES C. GHIEMMETTI  
CARL GUARDINO  
FRAN INMAN  
JAMES MADAFFER  
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio  
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

## CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52  
SACRAMENTO, CA 95814  
P. O. BOX 942873  
SACRAMENTO, CA 94273-0001  
FAX (916) 653-2134  
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<http://www.catc.ca.gov>

August 10, 2015

The Honorable Henry T. Perea  
Member of the Assembly  
State Capitol, Room 3120  
Sacramento, CA 95814

Re: Support for Assembly Bill (AB) X1-2

Dear Assembly Member Perea:

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

Innovative project delivery methods are critical to advancing the delivery of California's transportation projects. The public private partnership (P3) project delivery method is very complex, requiring adequate time and careful planning to ensure effective procurement and project implementation. The current authorization for utilizing the P3 procurement method sunsets on January 1, 2017.

The Commission is concerned that this sunset limits the options available to the state and regional transportation agencies that are currently considering the P3 method as a viable mechanism for delivering their projects. Therefore, the Commission, at its March 26, 2015 meeting, adopted a position of support for your bill, AB 1265, as this legislation seeks to extend the authorization for Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities.

It has come to our attention that you have introduced ABX1-2 in the extraordinary session, which is identical to the version of AB 1265 that the Commission voted to support in March. As time is of the essence to develop critical transportation funding and project delivery solutions during this extraordinary session, we would like to convey our support for ABX1-2 at this time. I expect that the Commission will formally ratify this position at our August 27<sup>th</sup> meeting.

Honorable Henry T. Perea  
August 7, 2015  
Page 2 of 2

The Commission commends your leadership to ensure that innovative delivery methods are available to leverage funding and facilitate project implementation. The Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Mr. Will Kempton, at 916-654-4245.

Sincerely,



LUCETTA DUNN  
Chair

- c: California Transportation Commissioners
  - The Honorable Jim Beall, Senate Transportation and Infrastructure Development Committee Chair
  - The Honorable Anthony Cannella, Senate Transportation and Infrastructure Development Committee Vice Chair
  - The Honorable Jim Frazier, Assembly Transportation and Infrastructure Development Committee Chair
  - The Honorable Katcho Achadjian, Assembly Transportation and Infrastructure Committee Vice Chair
  - Brian Kelly, California State Transportation Agency Secretary
  - Malcolm Dougherty, California Department of Transportation Director

LUCETTA DUNN, Chair  
BOB ALVARADO, Vice Chair  
DARIUS ASSEMI  
YVONNE B. BURKE  
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STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio  
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

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August 10, 2015

The Honorable Anthony J. Cannella  
Member of the Senate  
Vice-Chair, Transportation Infrastructure and Development Committee  
State Capitol, Room 5082  
Sacramento, CA 95814

Re: Support for Senate Bill (SB) X1-14

Dear Senator Cannella:

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs.

Innovative project delivery methods are critical to advancing the delivery of California's transportation projects. The public private partnership (P3) project delivery method is very complex, requiring adequate time and careful planning to ensure effective procurement and project implementation. The current authorization for utilizing the P3 procurement method sunsets on January 1, 2017.

The Commission is concerned that this sunset limits the options available to the state and regional transportation agencies that are currently considering the P3 method as a viable mechanism for delivering their projects. Therefore, the Commission, at its March 26, 2015 meeting, adopted a position of support for AB 1265 (Perea) as this legislation seeks to extend the authorization for Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities.

It has come to our attention that you have introduced SBX1-14, which is identical to the version of AB 1265 that the Commission voted to support in March.. As time is of the essence to develop critical transportation funding and project delivery solutions during this extraordinary session, we would like to convey our support for SBX1-14 at this time. I expect that the Commission will formally ratify this position at our August 27<sup>th</sup> meeting.

Honorable Anthony J. Cannella  
August 7, 2015  
Page 2 of 2

The Commission commends your leadership to ensure that innovative delivery methods are available to leverage funding and facilitate project implementation. The Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Mr. Will Kempton, at 916-654-4245.

Sincerely,



LUCETTA DUNN  
Chair

c: California Transportation Commissioners

The Honorable Jim Beall, Senate Transportation and Infrastructure Development Committee  
Chair

The Honorable Jim Frazier, Assembly Transportation and Infrastructure Development  
Committee Chair

The Honorable Katcho Achadjian, Assembly Transportation and Infrastructure Committee  
Vice Chair

Brian Kelly, California State Transportation Agency Secretary

Malcolm Dougherty, California Department of Transportation Director