



SOUTHERN CALIFORNIA
**ASSOCIATION of
GOVERNMENTS**

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Deborah Robertson, Rialto

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Alan Wapner, San Bernardino
Associated Governments

MEETING OF THE

**LEGISLATIVE/COMMUNICATIONS
AND MEMBERSHIP COMMITTEE**

Tuesday, May 19, 2015

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

SCAG Offices

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

Videoconference Available

**Imperial SCAG Office
1405 North Imperial Avenue, Suite 1
El Centro, CA 92243**

San Bernardino SCAG Office

**1170 W. 3rd Street, Suite 140
San Bernardino, CA 92418**

South Bay Cities COG

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

Teleconference Is Available

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

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

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1840 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1928

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

Legislative/Communications and Membership Committee

May 2015

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

Chair
Vice-Chair

Member

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

Representing

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

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MAY 19, 2015

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

CALL TO ORDER & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

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1. Minutes of March 17, 2015 Meeting	Attachment 1

ACTION ITEMS

2. SCAG Memberships	
• California Contract Cities - (\$5,000)	
• National Association of Regional Councils (NARC) – (\$30,000)	Attachment 6
• FuturePorts – (\$5,000)	
<i>(Darin Chidsey, Director of SP&PA)</i>	
3. Transportation Finance Bills	Attachment 9
• SB 16 (Beall)	
• SCA 7 (Huff)	
• ACA 4 (Frazier)	
<i>(Darin Chidsey, Director of SP&PA)</i>	
4. AB 1074 (Garcia) – Alternative Fuels' Infrastructure Plan	Attachment 16
<i>(Darin Chidsey, Director of SP&PA)</i>	
5. AB 857 (Perea) – California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program	Attachment 18
<i>(Darin Chidsey, Director of SP&PA)</i>	

INFORMATION ITEMS

6. Climate Change Bills	Attachment 23
<i>(Darin Chidsey, Director of SP&PA)</i>	

**LEGISLATIVE/COMMUNICATIONS &
MEMBERSHIP COMMITTEE
AGENDA
MAY 19, 2015**

- | | | |
|---|-----------------------------|-----------|
| 7. Regional Transportation Plan/Sustainable Communities Strategy -
Open House Overview
<i>(Mark Butala, Manager of Regional Services)</i> | Attachment | 28 |
| 8. Governor's 2016 Budget May Revise
<i>(Darin Chidsey, Director of SP&PA)</i> | Under Separate Cover | |
| 9. 2015 Regional Conference & General Assembly Recap
<i>(Michele Martinez, Host Committee Chair)</i> | Oral Report | |
| 10. Legislative Tracking Report
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 30 |

FUTURE AGENDA ITEMS

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

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 AM, Tuesday, June 16, 2015 at the SCAG Los Angeles Office

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

**March 17, 2015
Minutes**

The Legislative/Communications & Membership Committee held its March 17, 2015 meeting at SCAG's downtown Los Angeles Office.

Members Present

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

CALL TO ORDER

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

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda

ACTION ITEMS

CONSENT CALENDAR

1. Minutes of February 17, 2015 Meeting

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

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

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NOES: None

ABSTAIN: None

2. SCAG Memberships/Sponsorship

METRANS Transportation Center Associates Program Membership (\$25,000)

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that this program is hosted by USC, in conjunction with CalState Long Beach, and is one of a few select goods movement transportation programs in the country. Mr. Chidsey further stated that SCAG's Executive Director, Hasan Ikhata, serves on one of the advisory committees.

A MOTION was made (Finlay) to approve the METRANS Transportation Center Associates Program Membership. The MOTION was SECONDED (Hagman) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

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

NOES: None

ABSTAIN: None

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided a brief overview of the two remaining memberships and the one sponsorship for the Committee's consideration.

A MOTION was made (Hagman) to approve the Town Hall Los Angeles Membership (\$2,500), the CEQA Working Group Membership (\$5,000), and the 2015 Randall Lewis Health Policy Fellowship Forum Sponsorship (\$6,800). The MOTION was SECONDED (Lorimore) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

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

NOES: None

ABSTAIN: None

Hon. Cheryl Viegas-Walker inquired about the CEQA Working Group and asked if staff could ensure that there is a representative from each of the SCAG counties, as only Los Angeles, San Bernardino, and Riverside seem to be participating. Darin Chidsey stated that the CEQA Working Group is not organized by SCAG, but he will make sure they are reaching out to the proper people in the remaining counties, so they may be heard as part of the deliberations.

3. AB 227 (Alejo) – Transportation Funding

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that staff recommends support consistent with board adopted 2015 state legislative priorities to increase funding

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opportunities for transportation and to promote innovative project finance structures for transportation such as public private partnerships.

A MOTION was made (Hagman) to support AB 227 (Alejo) – Transportation Funding. The MOTION was SECONDED (Daniels) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

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

NOES: None

ABSTAIN: None

Hon. Cheryl Viegas-Walker inquired if opposition to the bill is anticipated. Darin Chidsey stated that there is a desire by the Governor to be cautious with revenues to ensure that the State remains solvent. However, there is a long-standing tradition that these funds go toward transportation.

4. AB 914 (Brown) – Toll Facilities: San Bernardino County

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that this bill would authorize the San Bernardino County Transportation Commission (SANBAG) to construct and operate certain transportation facilities implementing express lanes on State Highway Routes 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. The bill would require the toll revenues to be spent for specified transportation purposes and would authorize SANBAG to issue revenue bonds payable from toll revenues. This bill would provide, additionally, that vehicles with air-quality decals not be exempt from tolls on toll facilities implemented in the County of San Bernardino or adjoining counties under this bill.

Hon. Cheryl Viegas-Walker inquired about the complexity of the imposed rules for the toll roads. Darin Chidsey stated that Secretary Kelly has put forth a California Transportation Investment Priorities (CTIP) group, and they are looking at a better coordinated state-wide policy on these issues to provide more consistency.

A MOTION was made (Finlay) to support AB 914 (Brown) – Toll Facilities: San Bernardino County. The MOTION was SECONDED (Hagman) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Becerra, Daniels, Finlay, Hagman, Lorimore, Martinez, Mitchell, Murray, O’Connor, Viegas-Walker, Wapner

NOES: Clark

ABSTAIN: None

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5. SB 767 (DeLeon) – Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that Los Angeles County Metropolitan Transportation Authority is exploring the idea of a county-wide voter approved proposal that would go on the ballot in 2016. The proposal would include an increase of a half-cent sales tax for transportation purposes in the county, due to the fact that the county of Los Angeles is over the threshold currently allowed and they need specific authorization to exceed that threshold.

A MOTION was made (O'Connor) to support SB 767 (DeLeon) – Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax. The MOTION was SECONDED (Hagman) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

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

NOES: None

ABSTAIN: None

INFORMATION ITEMS

6. State & Federal Bills of Interest

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided an overview of significant State and Federal bills, which will be closely monitored by staff this legislative session.

7. Strategy, Policy & Public Affairs Update

Darin Chidsey, Director of Strategy, Policy & Public Affairs, stated that staff is 100% focused on the 50th Anniversary and SCAG Regional Conference and General Assembly. He further stated that the Host Committee has met numerous times and due to their leadership, sponsorships and program development is on track. Mr. Chidsey encouraged members to reach out to their fellow elected officials and fellow board members and also past Regional Council members and past Presidents.

Hon. Michele Martinez, Chair of the Host Committee, thanked her fellow committee members for their leadership.

FUTURE AGENDA ITEMS

Hon. Margaret Clark suggested that SB 485 (Hernandez) - Storm Water Authority for Sanitation Districts, be brought to a future meeting for the Committee's consideration.

ANNOUNCEMENTS

There were no announcements presented.

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ADJOURNMENT

The Chair adjourned the meeting at approximately 9:15 a.m. The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m., Tuesday, April 21, 2015 at the SCAG Los Angeles office.

Reviewed by:



Darin Chidsey
Director, Strategy, Policy & Public Affairs

REPORT

DATE: March 17, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SCAG Memberships

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$40,000 in FY 2016 memberships for 1) California Contract Cities Association (\$5,000); 2) National Association of Regional Councils (\$30,000); and 3) FuturePorts (\$5,000).

STRATEGIC PLAN:

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

BACKGROUND:**Memberships****1) California Contract Cities Association – \$5,000**

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The general purpose of CCCA is to serve as a rallying point for cities contracting for municipal services to insure constituents the best service at the minimum cost. Through municipal seminars, education, exchange of ideas and information, the association combines resources to influence policy decisions affecting member cities. The California Contract Cities Association's Associate Members Program fosters mutually beneficial public/private partnerships, and for many years, member cities have been using public/private partnerships to provide the essential public services that make cities even better for the benefit of their communities. The Associate Members Program formalizes these relationships and provides an open networking platform for businesses, non-profit organizations, member cities' local elected officials, and city decision-makers to collectively conquer the unique challenges facing contract cities.

SCAG staff is recommending a \$5,000 "Silver" membership, which will provide SCAG with the following:

REPORT

- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) company representative);
- Link to SCAG website in Associate Members Directory on CCCA website;
- Sponsor recognition (including signage) at educational seminars;
- Access to CCCA membership roster and conference registration lists.
- One (1) registration at the Annual Municipal Seminar;
- Participation on the Associate Members Program Steering Committee; and
- Access to select CCCA City Managers/Administrators Committee meetings.

2) **National Association of Regional Councils (NARC) – \$30,000**

NARC is the leading advocate for Metropolitan Planning Organizations (MPO) based out of Washington, DC. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. They regularly provide solutions that positively impact American communities through effective inter-jurisdictional cooperation. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG core responsibilities and adopted Mission.

The FY 2015-2016 dues are \$30,000. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact our members; and
- Offer high quality learning and networking opportunities for regional organization through events, training, and technical assistance.

3) **FuturePorts – \$5,000**

FuturePorts was established in 2005 and serves as a voice for their members in the goods movement supply chain in order to advocate for balance between business, environment, and community concerns at the San Pedro Bay Ports (Ports of Los Angeles and Long Beach). Their members represent the entire goods movement supply chain, including businesses that support the goods movement industry, as well as labor and trade unions that work at the ports. Their objective is to ensure a healthy economic and environmental future supporting green growth at the ports. In the ten years since it was founded, FuturePorts has positioned itself as a leader in the movement for rational and balanced growth, representing business interests at both the Ports of Los Angeles and Long Beach commission meetings; Los Angeles and Long Beach city council meetings; public hearings; and other community events. They write letters, provide outreach, and engage the support of other business organizations and stakeholders as we work toward common goals of growing and greening our ports.

REPORT

SCAG has been a sponsor of the annual FuturePorts conference in the past, but the growing importance of goods movement to the Southern California economy is making it increasingly necessary for the agency to maintain its ability to effectively participate in dialogue and discussion on such an important facet of the region’s economy. As a result, staff is recommending that the agency become a member of FuturePorts at the “Commodore” level in the amount of \$5,000, which includes:

- \$1,500 credit to apply to event sponsorships (e.g. one event at \$1,500 or two events at \$750);
- Full color logo listing on website member directory;
- Full color logo in member logo block on website homepage;
- Reduced Registration fees for FuturePorts events;
- Free attendance for FuturePorts “VIP” events; and
- Name on all printed materials

FISCAL IMPACT:

\$40,000 for membership is included in the approved FY 14-15 General Fund budget.

ATTACHMENTS:

None.

Reviewed by: 

Director, Strategy, Policy & Public Affairs

Reviewed by: 

Chief Financial Officer

REPORT

DATE: May 19, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: Transportation Finance Bills – SB 16 (Beall); SCA 7 (Huff); ACA 4 (Frazier) –
SUPPORT

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

The Governor, in his 2015 inaugural address, noted that the State faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system and called upon the State to address the deficiency. Local governments statewide have estimated that the funding shortfall for maintaining existing local streets, highways and bridges is \$78 billion over the same time period.

SCAG's adopted 2012-35 Regional Transportation Plan/Sustainably Communities Strategy outlines significant funding needs for the regional transportation system and calls for increased funding from a wide array of potential sources, including increased taxes, user fees, tolls, and other mechanisms.

In February, SCAG board officers and executive leadership met with legislative leaders in Sacramento to highlight the need for significantly enhanced transportation funding to address the many needs of the region that impact both the state and the nation. In response, the legislature has offered a number of proposals to raise and firewall transportation revenues. This report addresses three of these proposals that are consistent with SCAG's 2015 Legislative Priorities and adopted 2012-35 Regional Transportation Plan/Sustainably Communities Strategy and will provide needed resources to fund California's transportation infrastructure at the state and local level.

STRATEGIC PLAN:

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

BACKGROUND:**SB 16 – Transportation Funding**

Senate Bill 16 establishes the Road Maintenance and Rehabilitation Program, and authorizes for 5 years from FY 2015-16 through FY 2019-20, and require program to be reauthorized every 5 years thereafter and, if not reauthorized the increased taxes imposed by the bill for the program would become inoperative. The California Transportation Commission (CTC) is tasked with identifying the estimated funds for the program during any authorized five-year period and shall adopt performance criteria to ensure efficient use of the funds. SB 16 requires all revenues from the newly imposed taxes and fees to

REPORT

be deposited in the newly created Road Maintenance and Rehabilitation Account (RMRA). The bill increases several taxes and fees to raise roughly \$3.5 billion in new transportation revenues annually for five years with the funding primarily used to address deferred maintenance on the state highways and local streets and roads. In addition, 5 percent of the revenues would be set aside to incentivize counties currently without a local transportation funding measure to approve such a measure. Specifically, the bill provides for the following increased taxes and fees for deposit into RMRA except as noted:

- a 10 cent increase in the excise tax on gasoline;
- a 12 cent increase in the excise tax on diesel;
- Provides that 2 cents of the diesel fuel tax increase, resulting in about \$50 million annually, is deposited in the Trade Corridors Improvement Fund (TCIF)
- a Vehicle License Fee (VLF) increase for non-commercial vehicles of .07% each year so that the VLF increase is in total 1.00% of vehicle market value, by July 1, 2019;
- a \$35 Vehicle Registration Fee (VRF) increase for all vehicles;
- a \$100 VRF increase for zero-emission vehicles.

Additionally, bill provisions specify that truck weight fees would be returned to the State Transportation Fund by redirecting these fees into the RMRA over a five-year period (20 percent annually) from FY 2015-16 thru FY 2019-20. The bill provides that the General Fund would be backfilled from the loss of weight fee revenues by a 0.35 percent increase in the VLF over the five-year period (raised in 0.07 increments over the five-year period). The bill further stipulates that loans made by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account and the Motor Vehicle Account shall be repaid over three years, one third per year, for a total of approximately \$1 billion. The funding required to backfill the loss to the General Fund from the loan repayments will come from the Budget Stabilization Account (BSA) which currently has a \$1.6B balance.

The bill was recently technically amended on May 13, 2015, to clarify that the above referenced increases to the excise tax on gasoline and diesel are storage taxes as they are imposed on the supplier or wholesaler or retailer of the fuel at storage, rather than at sale, of the fuel. The amendment also details how the increased fee will be assessed and collected.

New funds derived from the raised taxes and fees mentioned above are allocated according to the following provisions:

- 5% is set aside for counties which pass local sales and use taxes for transportation purposes;
- the remainder is a 50/50 split between state and local projects;
- Local project funding is pursuant to an existing statutory formula 50% to cities based on population/50% to counties based on a combination of the number of registered vehicles and the miles of county roads;
- To receive local funds, cities and counties must maintain their historic commitment to funding street and highway purposes by annually expending not less than the average of expenditures for the '09/10, '10/11 & '11/12 fiscal years;
- New Transportation Corridor Improvement Fund (TCIF) revenues from increased diesel tax are allocated by the California Transportation Commission (CTC) for infrastructure improvements on corridors that have a high volume of freight movement.

REPORT

With the exception of weight fees, SB 16 has no effect on current taxes and fees. This bill does not affect how existing gasoline excise taxes, diesel excise taxes, VLF and other fees are spent. Except for weight fees, it only affects how the new revenues raised by this bill are spent.

The bill requires Caltrans, by March 1, 2016, to provide the CTC with a plan to increase the department's efficiency by 30% over the prior three years. Any savings shall be used to increase the funding for the road maintenance and repair work.

The author of SB 16 asserts the bill will provide more resources for the state to repair the infrastructure under its jurisdiction and it also distributes billions to the local level. It responds to the Governor's call in his 2015 inaugural address noting that the state faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system. According to the author the bill's provisions are the result of four Transportation Committee hearings that were held across the state that received testimony from local government officials, transportation experts, businesses, and the public. SCAG Executive Director Hasan Ikhata testified at the Southern California informational hearing of the Senate Transportation Committee on this issue in March of this year.

The bill is supported by:

American Society of Civil Engineers
Associated General Contractors
California Alliance for Jobs;
California Association of Councils of Governments
California Contract Cities Association
California State Association of Counties
California Infill Federation
City of Calexico
City of Cathedral City
City of Brisbane
City of Burbank
City of Clearlake
City of Downey
City of Gilroy
City of Hanford
City of Hayward
City of Hercules
City of Hughson
City of Lafayette
City of Lakeport
City of Los Altos
City of Livermore
City of Modesto
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City of Soledad
City of Thousand Oaks
City of Watsonville
City of Whittier
CTM Construction
DeSilva Gates Construction
Granite Construction
League of California Cities
LIUNA Locals 777 & 792
Northern California Carpenters Regional Council
Santa Clara County Board of Supervisors
Town of Danville
Transportation California
United Contractors

SB 16 is opposed by:

Association of California Car Clubs
Howard Jarvis Tax Payers Association

SB 16 is an urgency measure, requiring two-thirds (2/3's) vote of both legislative chambers to pass, and takes effect immediately upon passage by the Legislature and signature by the Governor. It is repealed by its own terms as of July 1, 2020. The bill passed the Senate Transportation and Housing Committee (6-1) on April 29; passed the Senate Committee on Government and Finance (6-1) on May 6, and is currently referred to Senate Appropriations Committee, no hearing scheduled though the bill likely will be taken up by the Appropriations Committee on June 1. A copy of the bill can be accessed at: <http://goo.gl/mr8300>

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

SCA 7 (Huff) would prohibit the use of revenues from taxes and fees on gasoline; VLF fees; and local sales tax for purposes other than those transportation purposes specified in Article XIX of the Constitution, and specifically prohibits the borrowing these revenues for payment of bond or other debt, except as provided pursuant to Article XIX. Additionally, the measure would delete the Constitutional provision allowing the use of any fuel tax revenues allocated to mass transit purposes to be used for payment of principal and interest on voter-approved bonds issued for mass transit purposes, and instead subjects those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. Finally, it requires that revenues derived from the portion of vehicle license fees that exceed 0.65% of the value of a vehicle to be used for street and highway purposes. Likewise it would prohibit the Legislature from borrowing those revenues, and from using those revenues other than as specifically permitted by the Constitution, and would also provide that none of those revenues may be used for the payment of principal and interest on bonds or other indebtedness.

The author, Senate Minority Leader Bob Huff (R-Diamond Bar), in support of the measure cites a 2014 report issued by the Department of Finance concluding that statewide infrastructure needs are in the billions of dollars annually and the state has deferred \$59 billion worth of maintenance work on roads. Additionally, the California Transportation Commission finds that nearly 90 percent of California's counties have an average pavement rating of "at risk" or "poor."

Senator Huff notes that SCA 7 is the only transportation infrastructure plan introduced so far that doesn't include a tax increase, and also doesn't divert a portion of those tax dollars to projects that have nothing to do with fixing California's roads and highways. In addition, SCA 7 stops the diversions that are currently taking place. This is in contrast to the proposal offered by Senator Beall, SB 16, which provides both fuel tax and fee increases as well as a partial repayment of indebtedness with transportation funds; and the Speaker's announced plan, not yet in print, which purports to backfill to the General Fund for lost, repurposed weight fees from a new Road User Charge.

SCA 7 is double referred to the Senate Transportation and Housing Committee and the Senate Committee on Elections and Constitutional Amendments; no hearings are scheduled. As a proposed Constitutional amendment, the threshold to pass the Legislature is 2/3's vote of both chambers. A copy of the measure can be accessed at: <http://goo.gl/ZDIKua>

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

Current law authorizes cities, counties, and special districts to impose a general tax for general governmental purposes with the approval of a majority of voters, and authorizes these entities to impose a special tax for specified purposes with the approval of two-thirds (2/3's) of the voters. In addition, the law authorizes school districts, community college districts, or county offices of education to incur school bonded indebtedness with the approval of 55% of the voters voting on the bond measure, requires bond proceeds only be used for purposes specified in the Constitution, and requires an audit to ensure that the funds have been expended only on the specific projects listed.

ACA 4, a proposed state constitutional amendment, would reduce the voter threshold from two-thirds to 55% for passage of local sales taxes dedicated to transportation purposes. ACA defines "local transportation projects" for its purposes to mean the planning, design, development, financing, construction, reconstruction, rehabilitation, improvement, acquisition, lease, operation, or maintenance of local streets, roads, and highways, state highways and freeways, and public transit systems.

The proposed constitutional amendment is offered in recognition of the reality that the gas tax is no longer a viable, sustainable transportation revenue source, as it has been relied upon since 1923 to support to support its local streets and roads and state highway system.. The author cites that according to the Institute on Taxation and Economic Policy, two important developments have combined to greatly reduce the functionality of the gas tax:

1. The purchasing power of gas tax revenues has declined significantly due to inflation, and
2. Improvements in vehicle fuel efficiency have cut directly into gas tax revenues by allowing drivers to travel farther distances while buying less gasoline.

The gas tax has not increased since 1994.

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Due to the rapidly declining gas tax revenues, voters in twenty counties throughout California have turned to imposing special taxes for local transportation projects and programs in their county, generating between \$3 billion and \$4 billion annually, used for transportation projects as identified and prioritized by each county and ratified by the voters. These counties, referred to as "self-help counties," have consistently provided reliable and stable funding for transportation funding that significantly exceeds state and federal funding on an annual basis. Despite the success of these self-help counties, a two-thirds voter approval threshold is an extraordinarily difficult hurdle for other counties that are aspiring to be self-help counties. ACA 4 could benefit these aspiring counties as well existing self-help counties whose existing special transportation tax is due to expire by lowering the threshold.

Supporters ACA 4 note that sales tax investments directed towards local transportation needs, have proven to provide tremendous benefit to the overall state transportation system. Provided adequate accountability safeguards are put into place, funds generated from sales tax measures serve to reduce congestion, improve public transportation, and enable local governments to better address the critical transportation needs of the state.

Opponents of the measure contend that a tax imposed on a group of taxpayers, rather than the general public, is worthy of a greater level of voter sanction and, thus, the existing two-thirds vote requirement is justified. They also argue that the two-thirds vote requirement serves two other purposes: to force local governments to justify a clear and critical need for a particular public function or program; and 2) to hold local governments to a higher level of accountability for taxes that are earmarked for specific purposes.

On-record support and opposition of ACA 4 include, in support:

California State Association of Counties
California Transit Association
California Transportation Commission
Glendale City Employees Association
Move LA
Organization of SMUD Employees
Sacramento Metropolitan Chamber of Commerce
San Bernardino Public Employees Association
San Luis Obispo County Employees Association
Santa Clara Valley Transportation Authority
Solano Transportation Authority
Ventura County Transportation Commission

And in opposition:

California Taxpayers Association
Air Logistics Corporation
Associated Builders and Contractors of California
California Association of Realtors
California Retailers Association
California Tank Lines, Inc.
Orange County Business Council

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Southwest California Legislative Council
California Chamber of Commerce
Chemical Transfer Company
Howard Jarvis Taxpayers Association
National Federation of Independent Business
West Coast Leasing, LLC
California Manufacturers and Technology Association
Orange County Taxpayers Association
Superior Tank Wash, Inc.
West Coast Leasing, LLC

ACA 4 is referred to the Assembly Committee on Revenue and Taxation, the Assembly Transportation Committee, and the Assembly Appropriations Committee. ACA passed Committee on Revenue and Taxation (10-5) on April 28, and was re-referred. No hearing is currently scheduled. As a proposed Constitutional Amendment, a two-thirds (2/3s) vote threshold of both legislative chambers is required to pass and signature by the Governor. A copy of the measure can be accessed at: <http://goo.gl/R4DJ7e>

Recommendation

Staff recommends that SCAG take on-record support of all three proposed revenue measures. Consistent with board adopted legislative priorities to seek increased funding for state transportation programs and purposes, in recognition that the Speaker's transportation finance proposal has been announced but not yet introduced into a legislative bill. Any enhanced transportation funding derived from the legislature in this session will likely be result of a negotiated agreement that potentially could draw from any of these proposals as well as other measures to be introduced. Staff recommends that the agency, consistent with its board adopted priorities, position itself with flexibility to support all reasonable policy proposals to increase funding at the state level to address the state's critically underfunded transportation system and programs. Accordingly staff recommends support of SB 16, SCA 7, and ACA 4.

ATTACHMENTS:

None.

REPORT

DATE: May 19, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: AB 1074 (Garcia): Alternative Fuels' Infrastructure Plan - SUPPORT

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

AB 1074 is a 'study bill' that directs the State Energy Resources Conservation and Development Commission to develop an alternative refueling infrastructure plan, as part of a broader assessment, that identifies the number of alternative fueling stations that will be needed to fulfill the state's clean transportation goals. Recognizing that the State will need an infrastructure to support alternatively fueled vehicles as California transitions from fossil fueled vehicles to zero- and near-zero emission vehicles, staff recommends support of this bill to direct the development of an infrastructure plan to support this transition.

STRATEGIC PLAN:

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

BACKGROUND:

Under current law, the State Energy Resources Conservation and Development Commission (Commission) is required to prepare a biennial integrated energy policy report containing an overview of major energy trends and issues facing the state. It is also required to make recommendations to improve the efficiency of transportation energy use, reduce dependence on petroleum fuels, decrease environmental impacts from transportation energy use, and contribute to reducing congestion, promoting economic development, and enhancing energy diversity and security.

AB 1074 directs the Commission to develop an alternative refueling infrastructure plan, as part of a broader assessment, that identifies the number of alternative fueling stations that will be needed to fulfill the state's clean transportation goals. It declares that it is the legislative intent to accelerate the adoption of alternatively fueled vehicles by increasing alternative fueling options needed to facilitate electric, hydrogen, and natural gas vehicles along passenger and goods movement corridors. The bill defines "alternative fuel" to include biodiesel, bio-alcohol (methanol, ethanol, and butenal), chemically stored electricity (battery and fuel cells), hydrogen, compressed fossil or non-fossil natural gas, liquefied fossil or non-fossil natural gas, vegetable oil, propane, and other biomass sources. It defines "alternative refueling infrastructure" as equipment that is available to the public and used to charge or store and dispense alternative fuel to vehicles in accordance with industry codes and standards.

Provisions of the bill require that the Commission conduct an assessment and develop an integrated strategy to maximize the benefits and scope of alternative refueling infrastructure to help the state achieve climate change, air quality, and economic goals. It further requires the Commission to develop a refueling infrastructure plan that identifies the number and types of stations and geographical areas where additional stations will be needed and to rely upon and consolidate existing reports and information, where possible. The bill requires that the Commission provide the infrastructure plan to the Legislature on or before January 1, 2017.

Discussion

Under current law (Executive Order) California is directed to reduce Greenhouse Gas (GHG) emissions by 80% before 2050. Vehicles contribute more to air pollution and GHG emissions than any other sector. Transportation corridors in California are especially polluted due to the volume of passenger and freight traffic. In order to help California achieve climate goals and reduce air pollution, a robust refueling infrastructure for alternative fueled vehicles is needed. California has committed to transitioning its vehicle fleet from predominantly fossil fueled vehicles to zero- and near-zero emission vehicles. Many of the efforts to accomplish this transition involve advancing clean fuel and vehicle technologies and incentivizing their purchase and use. Equally important to the deployment of these vehicles is supplying the fueling infrastructure needed to support the fleet

AB 1074 would direct the California Energy Commission (CEC) to develop a refueling infrastructure plan that identifies any and all stations, locational sites or areas, and facilities necessary to ensure refueling options. The CEC would be required to submit the plan to the Legislature on or before January 1, 2017. As a study bill, AB 1074 assesses no mandates on any local government or transportation agency. The League of California Cities and California State Association of Counties are not on-record on this bill. It represents a needed first step to making the transition of the state's vehicle fleet from fossil fuel to zero- and near-zero emission. Staff recommends support. A copy of the bill can be accessed at: <http://goo.gl/yvmYIJ>

ATTACHMENTS:

None.

REPORT

DATE: May 19, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: AB 857 (Perea): California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program - SUPPORT

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

AB 857 provides that no less than 50% (or \$100 million, whichever is greater) of technology program funds go to certain heavy-duty trucks that meet specified emissions standards during the period between January 2, 2018 and January 1, 2023. The bill further specifies that if incentives under the program fund natural gas vehicles, these vehicles must use fuels with at least 10% renewable natural gas. Staff recommends support as the bill provides incentives to put more clean trucks on the road and supports a faster transition to low carbon transportation technologies in the heavy duty truck sector to reduce GHG emissions in one of the area's most responsible for such emissions.

STRATEGIC PLAN:

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

BACKGROUND:

Current law requires the California Air Resources Board (CARB), pursuant to AB 32, to develop a plan of how to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. Existing law also establishes the Greenhouse Gas Reduction Fund (GGRF) and requires all money collected pursuant to cap and trade, with limited exceptions, be deposited into the fund.

In 2013, SB 1204 (Lara) was enacted to create the Technology Program to fund development, demonstration, pre-commercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies including, but not necessarily limited to, medium- and heavy-duty trucks, vocational trucks, short-haul and long-haul trucks, buses, and off-road vehicles and equipment, port equipment, agricultural equipment, marine equipment, and rail equipment. The intent of this program was to create a single, overarching program to develop and deploy heavy-duty vehicles. The law requires the Technology Program be funded from the GGRF and prioritized for projects in disadvantaged communities, and it requires that until January 1, 2018, no less than 20% of funding for the Technology Program support commercial deployment of existing zero- and near-zero-emission heavy duty trucks, which is broadly defined. The Technology Program works to develop zero- and near-zero emission technologies for vehicles and equipment not only for trucks, but also for off-road vehicles and equipment at the ports as well as in agricultural, marine, and rail sectors. Within the

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Technology Program, funding priority is generally given to projects that demonstrate benefit to disadvantaged communities, the ability to leverage additional public and private funding, and provide the potential for co-benefits.

AB 857 (Perea) would re-establish the priorities of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Technology Program) by providing that no less than 50% (or \$100 million, whichever is greater) of program funds go to certain heavy-duty trucks that meet specified emissions standards. This bill requires that 50% of GGRF funds appropriated to the Technology Program (or \$100 million, whichever is greater), during the period between January 2, 2018 and January 1, 2023, be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology [trucks with a gross vehicle weight rating (GVWR) of 26,001 lbs. or more] that meet or exceed low NO_x standards (0.02 grams per brake horsepower-hour oxides of nitrogen). Further the bill specifies that if incentives under the program fund natural gas vehicles, these vehicles must use fuels with at least 10% renewable natural gas.

Support/Opposition

Supporters of AB 857 contend that the bill will create incentives for zero- and near-zero emission heavy-duty truck purchases that will help purchasers afford the initial costs of these cleaner trucks. They contend that these incentives will help accelerate retirement of older, high polluting trucks; help grow the clean, alternative fuel truck market; and stimulate additional investments in the next generation of zero- and near-zero emission truck technologies. Supporters also contend that increased funding commitments for certain heavy-duty trucks will ensure that incentives are directed to reducing the greatest possible emissions in the transportation sector.

Opponents of the measure assert the bill unnecessarily directs a large fraction of GGRF funds exclusively to commercial deployment of the heaviest of trucks, potentially limiting funding for other emissions reducing projects. They also contend AB 857 would prematurely limit future technology investments, such as hybrid or plug-in hybrid trucks, which could be zero-emission capable but would not be eligible for prioritized funding unless they were also certified to the low-NO_x standard. They note that precluding these types of technologies could exclude promising options for emissions reductions and air quality improvements within and beyond the 2018 to 2023 timeframe.

AB 857 is supported by:

- Agility Fuel Systems, Inc.
- Alhambra Chamber of Commerce
- Antelope Valley Air Quality Management District
- Association of California Cities – Orange County
- Azusa Chamber of Commerce
- Binational Health Week Planning Committee, Los Angeles, CA
- Bioenergy Association of California
- Black Business Association
- Black Chamber of Orange County
- Boys & Girls Club of Greater Ventura
- Boys Republic
- Burbank Chamber of Commerce

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- California Natural Gas Vehicle Coalition
- California Trucking Association
- Cars are Basic
- Central City Association of Los Angeles
- City of Atascadero
- City of Buena Park
- City of Commerce
- City of Compton
- City of El Monte
- City of Goleta
- City of Hanford
- City of Lake Elsinore
- City of Lynwood
- City of Maywood
- City of McFarland
- City of Monterey Park
- City of Palm Desert
- City of Perris
- City of Pico Rivera
- City of Pomona
- City of Tulare
- City of Westminster
- Clean Air Now
- Clinica Msr. Oscar A. Romero
- Coachella Valley Economic Partnership
- Councilmember Fernando Vasquez, City of Downey
- Congress of California Seniors
- COPE Health Solutions
- County of Kings
- County of Santa Barbara
- County of San Bernardino
- County of Tulare
- Culver City Chamber
- Dana Point Chamber of Commerce
- Desert Valleys Builders Association
- Dignity Health
- Duarte Chamber of Commerce
- Duarte Unified School District
- Economic Development Collaborative Ventura County
- Economic Development Corporation serving Tulare County
- Economic Vitality Corporation
- Federacion de Clubes Jaliscienses Del Sur de California
- Foothill Workforce Investment Board
- Fullerton Chamber of Commerce

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- Gardena Valley Chamber of Commerce
- Gateway Chambers Alliance
- Greater West Covina
- Hanford Chamber of Commerce
- Hemet San Jacinto Chamber of Commerce
- Grandma's House of Hope
- Kern County Board of Supervisors
- Kheir Clinic
- Laguna Nigel Chamber of Commerce
- Lincoln Training Center
- Los Angeles Area Chamber of Commerce
- Mojave Desert Air Quality Management District
- Montebello Unified School District
- Mothers of East Los Angeles
- Mujeres del la Tierra
- National Congress of Black Women, Inc. Los Angeles Chapter
- North Orange County
- North River Chamber of Commerce
- Our Weekly
- Oxnard Chamber of Commerce
- Pacific Asian Consortium in Employment
- Palm Desert Area Chamber of Commerce
- Pasadena Chamber of Commerce & Civic Association
- Pinnacle Petroleum
- Placita Santa Fe
- Proteus, Inc.
- Regional Chamber of Commerce-San Gabriel Valley
- Rosemead Chamber of Commerce
- Santa Clarita Valley Chamber of Commerce
- Sequoia Riverlands Trust
- Simi Valley Chamber of Commerce
- South Orange County Economic Coalition
- Southeast Community Development Corporation
- Southern California Gas Company
- Southwest California Legislative Council
- Valley Family Center
- Valley Vista Services, Inc.
- The Coalition for Renewable Natural Gas
- The Salvation Army
- TELACU (The East Los Angeles Community Union)
- United Chambers of Commerce
- University of California, Riverside
- YMCA (Anaheim)

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The bill is opposed by:

- American Lung Association
- Clean Power Campaign
- Union of Concerned Scientists
- Sierra Club California

The League of California Cities, California State Association of Counties, and California Association of Councils of Government have not taken position on this bill.

Recommendation

Staff notes that air pollution continues to affect human health disproportionately throughout the region in disadvantaged communities and especially along transportation corridors, and according to the author in the South Coast Air District, nearly 80% of smog forming pollutants, such as NO_x, come from mobile sources--primarily, large transport trucks. Transportation is the largest single sector emitter of greenhouse gas (GHG) emissions in the state. Manufacturer's state that new technologies will be available in the transportation marketplace within the next three years that could meet near-zero emissions levels (90% NO_x reduction over the current standard). However to achieve widespread deployment of these new technologies, financial incentives need to be in place to help "buy down" the capital costs of this improved technology. AB 857 would provide incentives to put more clean trucks on the road and it would support the transition to low carbon transportation technologies to address climate change and public health over the long-term.

Staff recommends support of AB 857, consistent with board adopted legislative priorities to expend cap-and-trade revenues in the most cost-effective way to reduce greenhouse gas emissions. A copy of the bill can be accessed at: <http://goo.gl/mNt5qg>

ATTACHMENTS:

None.

REPORT

DATE: May 19, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: Senate Bill 32 (Pavley); Senate Bill 350 (de Leon); other Senate Climate Change Bills

RECOMMENDED ACTION:

Information Only – No Action Recommended.

EXECUTIVE SUMMARY:

The Governor, California Senate Pro-Tem Kevin de Leon, state legislators, renewable energy entrepreneurs, environmental leaders, consumer advocates, and labor representatives have announced general support of a legislative package of bills in the California Senate to further reduce the state's carbon emissions, improve building energy efficiency, increase the development and usage of renewable energy, and to further establish California's national and international leadership role in the policy area of climate change. While opponents of the bill, which include many business groups including state and local chambers of commerce, and representatives of the agricultural, building, energy, and other industries, assert that the policies will increase the cost to California businesses, make them less competitive and discourage economic growth by mandating such aggressive reductions in GHG emissions with no consideration of the economic side effects. This report provides updated information on the two legislative bills which direct at a policy level the majority of the climate objectives articulated by the Governor in his 2015 inaugural address, as well as summaries of the other climate bills that are part of the package in the California Senate.

STRATEGIC PLAN:

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

BACKGROUND:

During his fourth inaugural address earlier this year, Governor Jerry Brown announced an ambitious new plan to address the impacts of climate change in California over the next 15 years. The plan proposes to increase from thirty-three to fifty percent the amount of electricity derived from renewable sources, reduce the petroleum use in cars and trucks by up to fifty percent, and double the energy efficiency of existing buildings.

The legislative proposal to implement the Governor's new plan consists of a package of 13 senate bills, contained on a new website launched in support of the legislative effort—focus.senate.ca.gov/climate. While SCAG is monitoring all of the legislative bills, this report focuses on SB 32 and SB 350 by, respectively, Senators Pavley and de Leon which propose to do most of the heavy lifting from a policy standpoint. SB 32 proposes ambitious statutory climate change reductions by 2050 while SB 350

explicitly calls for the policy objectives mentioned above by the Governor in his inaugural address. The other 11 climate bills are briefly summarized following discussion of these two bills.

Senate Bill 32 – California Global Warming Solutions Act of 2006: emissions limit

SB 32 (Pavley) would amend part of AB 32 to require the California Air Resources Board (CARB) to approve a statewide greenhouse gas emissions limit that is equivalent to eighty percent (80%) below California's 1990 levels, by 2050. AB 32 mandates that CARB adopt both statewide greenhouse gas (GHG) emissions limits equivalent to the statewide GHG emissions level in 1990 and the rules and regulations necessary to achieve maximum, technologically feasible, and cost-effective GHG emissions reductions. AB 32 mandates that California achieve the adopted GHG emission reductions by 2020.

SB 32 would permit CARB additionally to approve new interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also includes legislative intent language indicating that the Legislature and state agencies adopt complementary policies that ensure long-term emissions reductions and advance job growth and local economic benefits, public health benefits (particularly in disadvantaged communities), innovation in technology and energy, water, and resource management practices, and regional and international collaboration to adopt similar GHG reduction policies.

The bill would codify former Governor Schwarzenegger's Executive Order No. S-5-05 2050 emission reduction targets (reduction to 80% below 1990 levels by 2050) and, if passed, will remove any uncertainty with regard to the long-term emission reductions for the state that have created long-term planning uncertainty for local governments and regional planning entities.

The author states in support of the bill that, in addition to codification of the existing Executive Order, SB 32 responds to CARB's Scoping Plan Update issued in May 2014 that identified a number of cost-effective, technologically feasible pathways to emissions reductions required by 2030, 2040 and 2050 to adequately protect the health, safety and welfare of Californians from the mounting costs of unabated climate change. The author contends that SB 32 would provide regulatory certainty to the market by establishing the GHG reduction limit of 80 percent below 1990 levels by 2050 *in statute*. Additionally, according to the author the bill provides the flexibility inherent in the existing AB 32 framework to adjust pathways to the goal along the way based on changing technological and economic conditions, and ongoing evaluations of policy efficacy. These include, but are not limited to, policy tools currently being utilized to achieve the existing 2020 greenhouse gas target such as energy efficiency requirements for buildings and appliances, tailpipe emissions standards for mobile sources, power sector renewable portfolio and emissions performance standards, sustainable land use policies, fuel-related emissions standards, and market based mechanisms.

Opponents of the bill, which include many business groups including state and local chambers of commerce, and representatives of the agricultural, building, energy, and other industries, assert that provisions of the bill will increase the cost to California businesses, make them less competitive and discourage economic growth by mandating such aggressive reductions in GHG emissions with no consideration of the economic side effects. Opponents argue that while it is likely California will meet most of the requirements of existing law for GHG reductions by 2020, it is not yet known whether these goals have been met in a cost-effective manner, and what the economic and environmental side effects have been. Further, they cite the need to conduct credible and independent marginal cost analysis on the strategies adopted thus far in order to educate and guide greenhouse gas emission reductions post 2020 before creating additional climate change mandates. Such analyses is needed in order for the Legislature

to make informed decisions, provide appropriate guidance to regulatory agencies, and effectively oversee agency implementation to ensure that optimal costs and benefits of policy choices are realized. Essentially opponents argue that SB 32 is too much, too soon without sufficient data to analyze benefits but with assured increased costs to business in California that could undermine job growth.

There are many groups and individuals in support of and in opposition to SB 32, a small sample of which include, in support: American Heart Association; American Lung Association; California League of Conservation Voters; Environmental Defense Fund; League of Women Voters; Natural Resources Defense Council; Sierra Club; Treepeople; and in opposition: California Chamber of Commerce; California Building Industry Association; California Business Properties Association; California Cattlemen's Association; California Independent Petroleum Association; Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force; California Trucking Association; Southern California Legislative Council; Western States Petroleum Association. Neither the League of California Cities, the California State Association of Counties, nor the California Association of Councils of Government (Calcog) are currently on-record on the bill.

SB 32 passed the Senate Committee on Environmental Quality (5-2) on April 29 and is currently scheduled for hearing on May 18 before the Senate Appropriations Committee. A copy of the bill can be accessed at: <http://goo.gl/aFIZTZ>

Senate Bill 350 – the Clean Energy and Pollution Reduction Act of 2015

SB 350 introduced by Senators Kevin de Leon (D-Los Angeles) and Mark Leno (D-San Francisco) and co-authored by Senators Loni Hancock (D-Oakland) and Bill Monning (D-Carmel), would set new standards for California's Renewable Portfolio Standard (RPS), reduce petroleum use, and increase energy efficiency in existing buildings by establishing "50-50-50" benchmarks.

SB 350 directs CARB to adopt and implement motor vehicle emissions standards, in-use performance standards, and motor vehicle fuel specifications in furtherance of achieving a 50% reduction in petroleum use in motor vehicles by January 1, 2030. The bill provides that in pursuing the least environmental and economic cost strategy, it is the policy of the state to exploit all practicable and cost-effective conservation and improvements in the efficiency of energy use and distribution and to achieve energy security, diversity of supply sources, and competitiveness of transportation energy markets based on the least environmental and economic cost and in furtherance of *reducing petroleum use in the transportation sector by 50% by January 1, 2030*. (emphasis added). The bill directs the Public Utilities Commission (PUC) and the California Energy Commission (CEC) to implement the Renewable Portfolio Standard (RPS) to obtain the target of generating 50% of total retail electricity sales from renewable energy resources by December 31, 2030, and makes other changes regarding RPS requirements and enforcement. Finally it directs CEC, by January 1, 2017, and at least once every three years thereafter, to adopt an update to its comprehensive program for achieving greater energy savings in the state's existing residential and nonresidential building stock in order to achieve a doubling of the energy efficiency of existing buildings by January 1, 2030.

SB 350 seeks to achieve these increased standards building on the accountability mechanisms already in existence, adding to existing clean air, clean energy, and climate related statutes that have been implemented for years. The 50% renewable energy standard will be implemented by the PUC for private utilities and by the CEC for municipal utilities, as under current law. The 50% reduction in petroleum use also will be implemented using existing laws and resources of CARB, which is required

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to adopt standards for vehicles and fuels to achieve clean air. SB 350 builds off CARB's current authority to adopt and implement motor vehicle emission standards, in-use performance standards, and fuel specifications for the control of air pollution in the state to reduce petroleum use by 50%. The author presumes the enabling provisions in SB 350 will not be acting in isolation to achieve the petroleum reductions. For example, CARB asserts that an approach to 50% petroleum reduction could include reducing growth in vehicle-miles travelled to 4%; increasing on-road fuel efficiency of cars to 35 mpg and heavy-duty trucks to about 7 mpg; and at least doubling the use of alternative fuels like biofuels, electricity, hydrogen, and renewable natural gas.

The 50% increase in energy efficiency in buildings will be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to state energy agencies under existing law, but requires state energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target over the longer term.

Opponents of this measure note that SB 350 is not clear whether CARB should adopt and implement policies that impact the demand for petroleum fuels or whether they should adopt and implement policies that affect the supply of transportation fuels, and as a result, the bill may reduce availability of critical transportation fuels for businesses and millions of Californians that depend on petroleum fuels for day-to-day needs. Citing studies that show 92% of all transportation fuel in California are made from petroleum, the bill is unclear how the state would meet the 50% reduction goal and at what cost. Opponents also point to the certainty of ratepayer cost increases of unknown amounts to both increase the RPS as well as to upgrade building energy efficiencies. Finally opponents note that SB 350 would result in a broad transfer of decision-making authority from the Legislature to nonelected regulators such as CARB, PUC and CEC.

The list of on-record support and opposition is long, a small sampling of which include, in support: American Lung Association; Audubon California; Berkshire Hathaway Energy; Environment California; Coalition for Clean Air; Sierra Club; and in opposition: Associated General Contractors; California Chamber of Commerce; California Farm Bureau Federation; California Retailers Association, Simi Valley Chamber of Commerce and many others.

This bill is double referred to policy committees and passed out of Senate Energy, Utilities and Communications Committee (8-3) on April 7, and of Senate Committee on Environmental Quality (5-2) on April 29. The bill is scheduled for hearing before Senate Appropriations Committee on May 18. A copy of the bill can be accessed at: <http://goo.gl/sOUnpa>

Other Climate Change Bills

Additionally, the senate climate bill package includes the following separate pieces of legislation included in SCAG's bill tracking report which contains current legislative statuses of each:

- **SB 9 (Beall)** modifies the purpose of the Transit and Intercity Rail Capital Program to provide for the funding of large, transformative capital improvements 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, the expansion of transit services to increase ridership, and the improvement of transit safety.
- **SB 64 (Liu)** requires the California Transportation Commission (CTC) to review recommendations in the California Transportation Plan prepared by Caltrans every 5 years and to

prepare specific recommendations for transportation system improvement to the legislature and the Governor. The plan should reflect integrated planning processes that recognize the relationships among land use, transportation, housing, air quality, and energy planning.

- **SB 180 (Jackson)** creates new Emissions Performance Standards (EPSs) that limit the amount of carbon dioxide power plants may emit. The bill creates two new EPSs, “nonspeaking” and “peaking,” that will limit the amount of carbon dioxide power plants may emit, and requires that the state adopt the lowest EPSs technologically feasible and are revised every 5 years.
- **SB 185 (de Leon)** requires CalPERS and the State Teachers’ Retirement System to divest the public employee retirement funds of any investments in thermal coal companies and prohibit additional or new investments or the renewal of existing investments in thermal coal companies.
- **SB 189 (Hueso)** establishes the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee comprised of members appointed by the Governor, the Speaker of the Assembly, and the Senate Committee on Rules to advise state agencies on the most effective ways to expend clean energy and greenhouse gas emissions related funds and implement policies to maximize California’s economic and employment benefit.
- **SB 246 (Wieckowski)** establishes the Climate Action Team (CAT) to develop and implement mitigation and adaptation plans to ensure a comprehensive approach to California’s overall climate strategy, to assist local governments and regional bodies in mitigation and adaptation efforts.
- **SB 379 (Jackson)** requires cities and counties to review and update the safety elements of their general plans to address climate adaptation and resiliency strategies applicable to their localities the next time they are required to update the housing elements of their general plans beginning January 1, 2017, and requires them to include a set of goals, policies and objectives and specified feasible implementation measures based on this information.
- **SB 398 (Leyva)** creates the Green Assistance Program to provide technical assistance to small businesses, small non-profits and disadvantaged communities to access funding for energy efficiency upgrades or projects that lessen the negative health impacts of poor air quality, to ensure that disadvantaged communities have equal access to greenhouse gas reduction funds.
- **SB 687 (Allen)** requires CARB to establish a carbon-based standard for California’s gas supply. Modeled after the state’s Renewable Portfolio Standard (RPS), and the Low Carbon Fuels Standard, the Renewable Gas Standard (RGS) would require an average carbon intensity reduction of one percent in 2020, increasing to 10 percent in 2030.
- **SB 778 (Allen)** requires all automotive oil sold in California to meet a higher quality standard, defined as oil which requires changing at 10,000 mile intervals, by 2018. While drivers still may change their oil at the appropriate interval mandated in the cars manual, SB 778 will eliminate the need to change the oil more frequently, which often results from using poor quality oil.
- **SB 788 (McGuire)** deletes authorization under the California Coastal Sanctuary Act of 1994 to enter into a lease for the extraction of oil or gas from state-owned tide and submerged lands in the California Coastal Sanctuary if the State Lands Commission determines that the oil or gas deposits are being drained by means of producing wells upon adjacent federal lands.

Copies of all amended versions of bills discussed in this report are available at: focus.senate.ca.gov/climate

ATTACHMENTS:None.

REPORT

DATE: May 19, 2015

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Mark Butala; Director, Manager of Regional Services; (213) 236-1945;
butala@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy - Open House Overview

RECOMMENDED ACTION:

Information Only – No Action Recommended.

EXECUTIVE SUMMARY:

As preparation for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG is initiating a series of open houses throughout the region. The purpose of the open houses is to both inform the public and receive input on important issues in the region such as Traffic & Congestion, Housing, Air Quality & Green Spaces, Public Health, and the Economy, as well as introduce the range of policy alternatives under consideration for the 2016-2040 RTP/SCS.

SB 375 requires that SCAG conduct a minimum of sixteen (16) RTP/SCS workshops throughout the region (one in Imperial County and three in each other county). In order to adequately cover the large and diverse SCAG region, we will exceed the minimum requirements and anticipate conducting twenty (20) workshops, starting with the opening workshop on May 26, 2015 and the last one taking place on June 29, 2015.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

SB 375 defines the purpose of the workshop as "to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices...(and) to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

Our proposed open house format meets this purpose within an environment that is engaging to both "expert" stakeholders and the general public, alike. We expect that participants will arrive with very different levels of understanding about the 2016-2040 RTP/SCS and want to create an experience that is valuable to all. The goals of the open house are to:

- Define the purpose of the 2016-2040 RTP/SCS
- Introduce and provide information on policies and strategies under consideration
- Describe the performance outcomes of different policy choices
- Receive input from participants

REPORT

The two-hour open houses will be conducted so that participants can arrive and leave at their discretion. Participants will be greeted at the “welcome” table and will receive instruction on the format of the workshop. The participants will proceed to various station areas providing information on different elements contained in a RTP/SCS. Each station will include poster boards, surveys, fact sheets and staff to assist in providing information.

ATTACHMENTS:

Open House Flyer

SCAG Legislative Tracking Report Thursday, May 14, 2015

AB 2 (Alejo D) Community revitalization authority.

Introduced: 12/1/2014

Last Amended: 3/26/2015

Status: 5/11/2015-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/11/2015-S. RLS.

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

Summary:

Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.

History:

2014

Dec. 1 Read first time. To print.

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

2015

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

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

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

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

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

May 7 Read second time. Ordered to third reading.

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

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

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

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

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

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

Summary:

Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.

History:

2014

Dec. 1 Read first time. To print.

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

2015

Jan. 16 Referred to Com. on TRANS.

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

Organization: SCAG

Position: Tracking

Organization: VCTC

Position: Support

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

Introduced: 12/1/2014

Status: 5/6/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/6/2015-A. APPR. SUSPENSE FILE

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

Summary:

Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.

History:

2014

Dec. 1 Read first time. To print.

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

2015

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

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

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

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

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

Last Amended: 5/5/2015

Status: 5/14/2015-Action From SECOND READING: Read second time.To THIRD READING.

Location: 5/14/2015-A. THIRD READING

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

Calendar:

5/14/2015 #63 ASSEMBLY ASSEMBLY SECOND READING FILE

Summary:

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

History:

2014

Dec. 1 Read first time. To print.

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

2015

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

Apr. 13 In committee: Hearing postponed by committee.

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

May 5 Read second time and amended.

May 6 Re-referred to Com. on APPR.

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

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

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

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

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

Summary:

The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.

History:

2014

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

2015

Jan. 16 Referred to Com. on NAT. RES.
Mar. 23 In committee: Set, first hearing. Failed passage. Reconsideration granted.

Organization: SCAG

Position: Tracking

AB 33 (Quirk D) California Global Warming Solutions Act of 2006: Climate Change Advisory Council.

Introduced: 12/1/2014

Last Amended: 4/6/2015

Status: 5/6/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/6/2015-A. APPR. SUSPENSE FILE

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

Summary:

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information.

History:

2014

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

2015

Jan. 22 Referred to Com. on NAT. RES.
Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.
Apr. 7 Re-referred to Com. on NAT. RES.
Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 27). Re-referred to Com. on APPR.
May 6 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

Last Amended: 4/16/2015

Status: 5/11/2015-In committee: Set, first hearing. Referred to REV. & TAX. suspense file.

Location: 5/11/2015-A. REV. & TAX SUSPENSE FILE

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

Calendar:

5/18/2015 1:30 p.m. - State Capitol, Room 126 ASSEMBLY REVENUE AND TAXATION SUSPENSE, TING, Chair

Summary:

This Bill for calendar years beginning 2015, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill,

under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria. This bill contains other related provisions.

History:

2014

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

2015

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

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

Last Amended: 4/15/2015

Status: 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/29/2015-A. APPR. SUSPENSE FILE

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

Summary:

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

History:

2014

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

2015

Jan. 22 Referred to Com. on TRANS.
 Apr. 6 In committee: Set, first hearing. Hearing canceled at the request of author.
 Apr. 14 From committee: Amend, and do pass as amended. (Ayes 13. Noes 2.) (April 13).
 Apr. 15 Read second time and amended. Ordered returned to second reading.
 Apr. 16 Read second time. Ordered to third reading. Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.
 Apr. 29 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG

Position: Tracking

AB 156 (Perea D) Greenhouse Gas Reduction Fund: technical assistance program.

Introduced: 1/20/2015

Last Amended: 4/27/2015

Status: 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/29/2015-A. APPR. SUSPENSE FILE

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

Summary:

Would require the State Air Resources Board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities. This bill

contains other related provisions.

History:

2015

Jan. 20 Read first time. To print.

Jan. 21 From printer. May be heard in committee February 20.

Feb. 2 Referred to Com. on NAT. RES.

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

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

Apr. 15 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 13).

Apr. 16 Read second time and amended.

Apr. 20 Re-referred to Com. on APPR.

Apr. 27 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.

Apr. 28 Re-referred to Com. on APPR.

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

Organization: SCAG

Position: Tracking

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

Introduced: 1/22/2015

Status: 5/7/2015-Referred to Com. on T. & H.

Location: 5/7/2015-S. T. & H.

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

Summary:

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

History:

2015

Jan. 22 Read first time. To print.

Jan. 23 From printer. May be heard in committee February 22.

Feb. 2 Referred to Com. on TRANS.

Mar. 24 From committee: Do pass. (Ayes 16. Noes 0.) (March 23).

Mar. 25 Read second time. Ordered to third reading.

Apr. 6 In Senate. Read first time. To Com. on RLS. for assignment.

Apr. 6 Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0. Page 771.)

May 7 Referred to Com. on T. & H.

Organization: SCAG

Position: Tracking

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

Introduced: 1/28/2015

Last Amended: 4/7/2015

Status: 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/29/2015-A. APPR. SUSPENSE FILE

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

Summary:

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

History:

2015

Jan. 28 Read first time. To print.

Jan. 29 From printer. May be heard in committee February 28.
 Feb. 9 Referred to Com. on TRANS.
 Apr. 7 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 8 Re-referred to Com. on TRANS.
 Apr. 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.
 Apr. 29 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

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

Introduced: 2/2/2015

Status: 4/15/2015-In committee: Set, first hearing. Referred to suspense file.

Location: 4/15/2015-A. APPR. SUSPENSE FILE

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

Summary:

Would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements.

History:

2015

Feb. 2 Read first time. To print.
 Feb. 3 From printer. May be heard in committee March 5.
 Feb. 9 Referred to Com. on TRANS.
 Mar. 24 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (March 23). Re-referred to Com. on APPR.
 Apr. 15 In committee: Set, first hearing. Referred to suspense file.

Organization: SCAG
Position: Tracking

AB 218 (Melendez R) State Highway Route 74.

Introduced: 2/2/2015

Status: 4/15/2015-In committee: Set, first hearing. Referred to suspense file.

Location: 4/15/2015-A. APPR. SUSPENSE FILE

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

Summary:

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

History:

2015

Feb. 2 Read first time. To print.
 Feb. 3 From printer. May be heard in committee March 5.
 Feb. 9 Referred to Com. on TRANS.
 Mar. 24 From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (March 23). Re-referred to Com. on APPR.
 Apr. 15 In committee: Set, first hearing. Referred to suspense file.

Organization: SCAG
Position: Tracking

AB 227 (Alejo D) Transportation funding.

Introduced: 2/3/2015

Last Amended: 4/15/2015

Status: 4/16/2015-Re-referred to Com. on BUDGET.

Location: 4/16/2015-A. BUDGET

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

Summary:

Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.

History:

2015

Feb. 3 Read first time. To print.

Feb. 4 From printer. May be heard in committee March 6.

Feb. 17 Referred to Coms. on TRANS. and BUDGET.

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

Apr. 15 Read second time and amended.

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

Organization: SCAG

Position: Support

AB 313 (Atkins D) Enhanced infrastructure financing districts.

Introduced: 2/12/2015

Status: 5/11/2015-Read second time. Ordered to Consent Calendar.

Location: 5/11/2015-A. CONSENT CALENDAR

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

Calendar:

5/14/2015 #218 ASSEMBLY CONSENT CALENDAR-SECOND LEGISLATIVE DAY ASSEMBLY MEASURES

Summary:

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.

History:

2015

Feb. 12 Read first time. To print.

Feb. 13 From printer. May be heard in committee March 15.

Feb. 23 Referred to Com. on L. GOV.

May 7 From committee: Do pass. To Consent Calendar. (Ayes 9. Noes 0.) (May 6).

May 11 Read second time. Ordered to Consent Calendar.

Organization: SCAG

Position: Tracking

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

Introduced: 2/13/2015

Last Amended: 4/6/2015

Status: 5/7/2015-Referred to Com. on E.Q.

Location: 5/7/2015-S. E.Q.

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

Summary:

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 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. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend the above exemption to January 1, 2020. This bill contains other existing laws.

History:**2015**

Feb. 13 Read first time. To print.

Feb. 17 From printer. May be heard in committee March 19.

Feb. 23 Referred to Coms. on NAT. RES. and TRANS.

Mar. 26 From committee: Amend, and do pass as amended and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (March 23).

Apr. 6 Read second time and amended.

Apr. 7 Re-referred to Com. on TRANS.

Apr. 21 From committee: Do pass. To Consent Calendar. (Ayes 15. Noes 0.) (April 20).

Apr. 22 Read second time. Ordered to Consent Calendar.

Apr. 27 In Senate. Read first time. To Com. on RLS. for assignment.

Apr. 27 Read third time. Passed. Ordered to the Senate. (Ayes 79. Noes 0. Page 1145.)

May 7 Referred to Com. on E.Q.

Organization: SCAG

Position: Tracking

Organization: CSAC

Position: Support

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

Introduced: 2/13/2015

Last Amended: 4/13/2015

Status: 5/11/2015-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/11/2015-S. RLS.

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

Summary:

Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.

History:**2015**

Feb. 13 Read first time. To print.

Feb. 17 From printer. May be heard in committee March 19.

Mar. 19 Referred to Coms. on L. GOV. and TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Mar. 23 Re-referred to Com. on L. GOV.

Apr. 13 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Apr. 14 Re-referred to Com. on L. GOV.

Apr. 23 From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 3.) (April 22). Re-referred to Com. on TRANS.

Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 5.) (April 27). Re-referred to Com. on APPR.

May 6 From committee: Do pass. (Ayes 12. Noes 5.) (May 6).

May 7 Read second time. Ordered to third reading.

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

May 11 Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 29.)

Organization: SCAG

Position: Tracking

AB 360 (Melendez R) Airports: evaluation.

Introduced: 2/17/2015

Last Amended: 3/26/2015

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

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

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

Summary:

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

History:

2015

Feb. 17 Read first time. To print.
 Feb. 18 From printer. May be heard in committee March 20.
 Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.
 Apr. 8 In committee: Hearing postponed by committee.

Organization: SCAG

Position: Tracking

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

Introduced: 2/23/2015

Last Amended: 4/20/2015

Status: 5/13/2015-In committee: Hearing postponed by committee.

Location: 4/28/2015-A. APPR.

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

Summary:

Would require the DMV to develop a temporary license plate system to enable the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017. The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.

History:

2015

Feb. 23 Read first time. To print.
 Feb. 24 From printer. May be heard in committee March 26.
 Mar. 5 Referred to Com. on TRANS.
 Apr. 20 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 21 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 27). Re-referred to Com. on APPR.
 May 13 In committee: Hearing postponed by committee.

Organization: SANDAG

Position: Support

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

Introduced: 2/24/2015

Status: 4/27/2015-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/9/2015-A. TRANS.

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

Summary:

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

History:

2015

Feb. 24 Read first time. To print.
 Feb. 25 From printer. May be heard in committee March 27.

Mar. 9 Referred to Com. on TRANS.

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

Organization: SCAG

Position: Tracking

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

Introduced: 2/24/2015

Last Amended: 3/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/28/2015)

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

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

Summary:

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

History:

2015

Feb. 24 Read first time. To print.

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

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

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

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

Organization: SCAG

Position: Tracking

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

Introduced: 2/25/2015

Last Amended: 4/20/2015

Status: 4/29/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 29). Re-referred to Com. on APPR.

Location: 4/29/2015-A. APPR.

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

Summary:

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 the Department of Transportation, the Department of General Services, and any other state agency that is a buyer of transportation fuels to each procure 3% of the total amount of fuel purchased from very low carbon transportation fuel sources. The bill would require the percentage to be increased by 1% each year thereafter until January 1, 2024.

History:

2015

Feb. 25 Read first time. To print.

Feb. 26 From printer. May be heard in committee March 28.

Mar. 9 Referred to Coms. on NAT. RES. and A. & A.R.

Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

Apr. 7 Re-referred to Com. on NAT. RES.

Apr. 16 From committee: Amend, and do pass as amended and re-refer to Com. on A. & A.R. (Ayes 6. Noes 3.) (April 13).

Apr. 20 Read second time and amended.

Apr. 21 Re-referred to Com. on A. & A.R.

Apr. 29 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 29). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

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

Introduced: 2/25/2015
Last Amended: 4/14/2015
Status: 5/13/2015-In committee: Set, first hearing. Referred to APPR. suspense file.
Location: 5/13/2015-A. APPR. SUSPENSE FILE

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

Summary:

CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, proposed revisions to the guidelines for the implementation of CEQA to establish criteria for determining the significance of transportation impacts of projects within transit priority areas that, among other things, promote the reduction of greenhouse gas emissions. This bill would provide that the revised guidelines shall not be effective before July 1, 2017. This bill contains other existing laws.

History:

2015

Feb. 25 Read first time. To print.
Feb. 26 From printer. May be heard in committee March 28.
Mar. 26 Referred to Coms. on TRANS. and NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Apr. 6 Re-referred to Com. on TRANS.
Apr. 14 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Apr. 15 Re-referred to Com. on TRANS.
Apr. 21 From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.
Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 27). Re-referred to Com. on APPR.
May 13 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

AB 828 (Low D) Vehicles: transportation network companies.

Introduced: 2/26/2015
Last Amended: 4/20/2015
Status: 5/4/2015-In Senate. Read first time. To Com. on RLS. for assignment.
Location: 5/4/2015-S. RLS.

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

Summary:

Current law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network . company, if specified conditions are satisfied.

History:

2015

Feb. 26 Read first time. To print.
Feb. 27 From printer. May be heard in committee March 29.
Mar. 12 Referred to Coms. on U. & C. and TRANS.
Apr. 13 In committee: Hearing postponed by committee.
Apr. 16 Re-referred to Com. on TRANS. pursuant to Assembly Rule 96.
Apr. 20 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Apr. 21 Re-referred to Com. on TRANS.
Apr. 28 From committee: Do pass. (Ayes 14. Noes 0.) (April 27).
Apr. 29 Read second time. Ordered to third reading.
May 4 In Senate. Read first time. To Com. on RLS. for assignment.

May 4 Read third time. Passed. Ordered to the Senate.

Organization: SCAG

Position: Tracking

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

Introduced: 2/26/2015

Last Amended: 5/7/2015

Status: 5/14/2015-Action From SECOND READING: Read second time.To CONSENT CALENDAR.

Location: 5/14/2015-A. CONSENT CALENDAR

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

Calendar:

5/14/2015 #37 ASSEMBLY ASSEMBLY SECOND READING FILE

Summary:

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 requires a local agency or school district that initiates proceedings for a change of local government organization or reorganization, by submitting a resolution of application to a local agency formation commission, to also submit a plan for providing services within the affected territory, as specified. This bill would, in the case of a disincorporation or reorganization that includes a disincorporation, require the plan for services to include specific provisions, including, among others, an enumeration and description of the services currently provided by the city proposed for disincorporation.

History:

2015

Feb. 26 Read first time. To print.

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

Mar. 16 Referred to Com. on L. GOV.

Apr. 13 From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Apr. 14 Re-referred to Com. on L. GOV.

Apr. 23 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on APPR.

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

May 11 Re-referred to Com. on APPR.

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

Organization: SCAG

Position: Tracking

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

Introduced: 2/26/2015

Last Amended: 5/5/2015

Status: 5/6/2015-Re-referred to Com. on APPR.

Location: 5/6/2015-A. APPR.

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

Summary:

Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 50% or \$100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard.

History:

2015

Feb. 26 Read first time. To print.

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

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

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

Apr. 14 From committee: Amend, and do pass as amended and re-refer to Com. on NAT. RES. (Ayes 16. Noes 0.) (April 13).
 Apr. 15 Read second time and amended.
 Apr. 16 Re-referred to Com. on NAT. RES.
 May 4 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 27).
 May 5 Read second time and amended.
 May 6 Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

AB 877 (Chu D) Transportation.

Introduced: 2/26/2015
Last Amended: 3/26/2015
Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)
Location: 5/1/2015-A. 2 YEAR

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

Summary:

Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

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

Introduced: 2/26/2015
Last Amended: 4/29/2015
Status: 5/14/2015-Action From SECOND READING: Read second time.To CONSENT CALENDAR.
Location: 5/14/2015-A. CONSENT CALENDAR

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

Calendar:

5/14/2015 #40 ASSEMBLY ASSEMBLY SECOND READING FILE

Summary:

Would authorize the San Bernardino County Transportation Commission to conduct, administer, and operate a value-pricing program that includes HOT lanes and other toll facilities on Interstate Highway Routes 10 and 15 in the County of San Bernardino and, with the agreement of affected transportation agencies, specified extensions and connections into the Counties of Los Angeles and Riverside. The bill would enact other related provisions.

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 16 Referred to Com. on TRANS.
 Apr. 6 In committee: Set, first hearing. Hearing canceled at the request of author.
 Apr. 8 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 9 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27).
 Apr. 29 Read second time and amended.
 Apr. 30 Re-referred to Com. on APPR.
 May 13 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (May 13).

Organization: SANBAG
Position: Support (Work With Author)

Organization: SCAG
Position: Support

Organization: SANDAG
Position: Support

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

Introduced: 2/26/2015
Last Amended: 4/27/2015
Status: 4/28/2015-Re-referred to Com. on REV. & TAX.
Location: 4/28/2015-A. REV. & TAX

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

Calendar:
5/18/2015 1:30 p.m. - State Capitol, Room 126 ASSEMBLY REVENUE AND TAXATION, TING, Chair

Summary:
Would, on and after January 1, 2016, until January 1, 2020, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.

History:
2015
Feb. 26 Read first time. To print.
Feb. 27 From printer. May be heard in committee March 29.
Mar. 16 Referred to Com. on REV. & TAX.
Apr. 27 From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.
Apr. 28 Re-referred to Com. on REV. & TAX.

Organization: SCAG
Position: Tracking

AB 946 (Ting D) Electric vehicle charging stations.

Introduced: 2/26/2015
Last Amended: 4/21/2015
Status: 4/28/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27). Re-referred to Com. on APPR.
Location: 4/28/2015-A. APPR.

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

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

History:
2015
Feb. 26 Read first time. To print.
Feb. 27 From printer. May be heard in committee March 29.
Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Apr. 6 Re-referred to Com. on TRANS.
Apr. 8 In committee: Set, first hearing. Hearing canceled at the request of author.
Apr. 21 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Apr. 22 Re-referred to Com. on TRANS.
Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

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

Introduced: 2/26/2015
Last Amended: 5/4/2015
Status: 5/5/2015-Re-referred to Com. on APPR.
Location: 5/5/2015-A. APPR.

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

Summary:

Would require the California-Mexico Border Relations Council to establish the New River Water Quality, Public Health, and River Parkway Development Program to coordinate funding for, and the implementation of, recommendations from a strategic plan required to be developed by the council and certain projects identified by the council pursuant to existing law. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 26 Read first time. To print.
Feb. 27 From printer. May be heard in committee March 29.
Mar. 16 Referred to Coms. on E.S. & T.M. and W., P., & W.
Apr. 6 From committee chair, with author's amendments: Amend, and re-refer to Com. on E.S. & T.M. Read second time and amended.
Apr. 7 Re-referred to Com. on E.S. & T.M.
Apr. 15 From committee: Do pass and re-refer to Com. on W., P., & W. (Ayes 6. Noes 0.) (April 14). Re-referred to Com. on W., P., & W.
Apr. 30 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 28).
May 4 Read second time and amended.
May 5 Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

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

Introduced: 2/26/2015
Status: 5/7/2015-Referred to Com. on E., U., & C.
Location: 5/7/2015-S. E. U., & C.

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

Summary:

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

History:

2015

Feb. 26 Read first time. To print.
Feb. 27 From printer. May be heard in committee March 29.
Mar. 19 Referred to Com. on U. & C.
Apr. 14 From committee: Do pass. To Consent Calendar. (Ayes 14. Noes 0.) (April 13).
Apr. 15 Read second time. Ordered to Consent Calendar.
Apr. 20 In Senate. Read first time. To Com. on RLS. for assignment.
Apr. 20 Read third time. Passed. Ordered to the Senate. (Ayes 80. Noes 0. Page 1015.)
May 7 Referred to Com. on E., U., & C.

Organization: SCAG
Position: Tracking

AB 1033 (Garcia, Eduardo D) Infrastructure financing.

Introduced: 2/26/2015
Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was J., E.D. & E. on 3/19/2015)
Location: 5/1/2015-A. 2 YEAR

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

Summary:

The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 19 Referred to Coms. on J., E.D., & E. and TRANS.

Organization: SCAG

Position: Tracking

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

Introduced: 2/26/2015

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

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

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

Summary:

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

History:

2015

Feb. 26 Read first time. To print.
 Feb. 27 From printer. May be heard in committee March 29.
 Mar. 19 Referred to Coms. on NAT. RES. and JUD.
 Apr. 6 In committee: Set, first hearing. Hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

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

Introduced: 2/27/2015

Last Amended: 4/15/2015

Status: 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/29/2015-A. APPR. SUSPENSE FILE

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

Summary:

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

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-

refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.
 Apr. 14 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 13).
 Apr. 15 Read second time and amended.
 Apr. 16 Re-referred to Com. on APPR.
 Apr. 29 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

AB 1095 (Garcia, Eduardo D) Water Quality, Supply, and Infrastructure Improvement Act of 2014: restoration funding: Salton Sea.

Introduced: 2/27/2015
Last Amended: 4/29/2015
Status: 5/13/2015-In committee: Set, first hearing. Referred to APPR. suspense file.
Location: 5/13/2015-A. APPR. SUSPENSE FILE

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

Summary:

The Water Quality, Supply, and Infrastructure Improvement Act of 2014 makes \$475,000,000 available, upon appropriation, to the Natural Resources Agency to support projects that fulfill certain obligations of the state. This bill would appropriate an unspecified sum from that portion of the Proposition 1 funds to the Natural Resources Agency to be used for restoration projects that fulfill obligations of the state in complying with the above-referenced intrastate or multiparty water quantification settlement agreement provisions relating to the Salton Sea.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 19 Referred to Com. on W., P., & W.
 Apr. 28 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (April 28).
 Apr. 29 Read second time and amended.
 Apr. 30 Re-referred to Com. on APPR.
 May 13 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

AB 1096 (Chiu D) Vehicles: electric bicycles.

Introduced: 2/27/2015
Last Amended: 4/29/2015
Status: 5/14/2015-Action From SECOND READING: Read second time.To CONSENT CALENDAR.
Location: 5/14/2015-A. CONSENT CALENDAR

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

Calendar:

5/14/2015 #48 ASSEMBLY ASSEMBLY SECOND READING FILE

Summary:

Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 26 Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.

Apr. 22 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 23 Re-referred to Com. on TRANS.
 Apr. 28 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27).
 Apr. 29 Read second time and amended.
 Apr. 30 Re-referred to Com. on APPR.
 May 13 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (May 13).

Organization: SCAG
Position: Tracking

AB 1098 (Bloom D) Transportation: congestion management.

Introduced: 2/27/2015
Last Amended: 3/26/2015
Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)
Location: 5/1/2015-A. 2 YEAR

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

Summary:

Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 26 Referred to Coms. on TRANS. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Apr. 6 Re-referred to Com. on TRANS.
 Apr. 14 In committee: Hearing postponed by committee.
 Apr. 16 In committee: Hearing postponed by committee.

Organization: SCAG
Position: Tracking

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

Introduced: 2/27/2015
Last Amended: 4/21/2015
Status: 5/7/2015-Read second time. Ordered to Consent Calendar.
Location: 5/7/2015-A. CONSENT CALENDAR

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

Calendar:

5/14/2015 #201 ASSEMBLY CONSENT CALENDAR-SECOND LEGISLATIVE DAY ASSEMBLY MEASURES

Summary:

Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath.

History:

2015

Feb. 27 Introduced. To print.
 Mar. 1 From printer. May be heard in committee March 31.
 Mar. 2 Read first time.
 Mar. 23 Referred to Com. on TRANS.
 Mar. 26 In committee: Set, first hearing. Hearing canceled at the request of author.
 Apr. 14 In committee: Set, second hearing. Hearing canceled at the request of author. From committee

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

Apr. 15 Re-referred to Com. on TRANS.

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

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

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

May 6 From committee: Do pass. To Consent Calendar. (Ayes 17. Noes 0.) (May 6).

May 7 Read second time. Ordered to Consent Calendar.

Organization: SCAG

Position: Tracking

AB 1176 (Perea D) Vehicular air pollution.

Introduced: 2/27/2015

Last Amended: 4/23/2015

Status: 5/13/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/13/2015-A. APPR. SUSPENSE FILE

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

Summary:

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

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

Mar. 23 Referred to Com. on TRANS.

Apr. 16 In committee: Set, first hearing. Hearing canceled at the request of author.

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

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

Apr. 23 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Apr. 27 Re-referred to Com. on TRANS.

Apr. 28 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 1.) (April 27). Re-referred to Com. on APPR.

May 13 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG

Position: Tracking

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

Introduced: 2/27/2015

Last Amended: 4/29/2015

Status: 5/6/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/6/2015-A. APPR. SUSPENSE FILE

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

Summary:

Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.

History:

2015

Feb. 27 Introduced. To print.
Mar. 1 From printer. May be heard in committee March 31.
Mar. 2 Read first time.
Mar. 23 Referred to Com. on TRANS.
Apr. 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on APPR.
Apr. 29 From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.
Apr. 30 Re-referred to Com. on APPR.
May 6 In committee: Set, first hearing. Referred to APPR. suspense file.

Organization: SCAG
Position: Tracking

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

Introduced: 2/27/2015
Status: 3/2/2015-Read first time.
Location: 2/27/2015-A. PRINT

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

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

History:
2015

Feb. 27 Introduced. To print.
Mar. 1 From printer. May be heard in committee March 31.
Mar. 2 Read first time.

Organization: SCAG
Position: Tracking

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

Introduced: 2/27/2015
Last Amended: 4/30/2015
Status: 5/4/2015-Re-referred to Com. on APPR.
Location: 5/4/2015-A. APPR.

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

Summary:
Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. This bill contains other related provisions and other existing laws.

History:
2015

Feb. 27 Introduced. To print.
Mar. 1 From printer. May be heard in committee March 31.
Mar. 2 Read first time.
Mar. 23 Referred to Com. on H. & C.D.
Apr. 20 From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.
Apr. 21 Re-referred to Com. on H. & C.D.
Apr. 29 From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (April 29).
Apr. 30 Read second time and amended.
May 4 Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

AB 1347 (Chiu D) Public contracts: claims.

Introduced: 2/27/2015

Last Amended: 4/21/2015

Status: 4/29/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 29).
Re-referred to Com. on APPR.

Location: 4/29/2015-A. APPR.

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

Summary:

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

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

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

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

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

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

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

Organization: SCAG

Position: Tracking

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

Introduced: 2/27/2015

Last Amended: 5/13/2015

Status: 5/14/2015-Action From SECOND READING: Read second time.To THIRD READING.

Location: 5/14/2015-A. THIRD READING

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

Calendar:

5/14/2015 #1 ASSEMBLY ASSEMBLY SECOND READING FILE

Summary:

Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a rideshare program operated by a transportation network company 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, and 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 single passenger traveling alone.

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

Mar. 23 Referred to Coms. on U. & C. and P. & C.P.

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

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

Apr. 15 Re-referred to Com. on U. & C.

Apr. 22 From committee: Amend, and do pass as amended and re-refer to Com. on P. & C.P. (Ayes 14. Noes 0.) (April 20).

Apr. 23 Read second time and amended.

Apr. 27 Re-referred to Com. on P. & C.P.

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

Apr. 30 Re-referred to Com. on P. & C.P.

May 12 From committee: Amend, and do pass as amended. (Ayes 11. Noes 0.) (May 5).

May 13 Read second time and amended. Ordered returned to second reading.

Organization: SCAG
Position: Tracking

AB 1364 (Linder R) California Transportation Commission.

Introduced: 2/27/2015

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

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

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

Summary:

Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

Mar. 23 Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

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

Introduced: 2/27/2015

Last Amended: 5/11/2015

Status: 5/12/2015-Re-referred to Com. on REV. & TAX.

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

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

Calendar:

5/18/2015 1:30 p.m. - State Capitol, Room 126 ASSEMBLY REVENUE AND TAXATION, TING, Chair

Summary:

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

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

Mar. 26 Referred to Com. on REV. & TAX.

May 5 From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.

May 6 Re-referred to Com. on REV. & TAX.

May 11 In committee: Set, first hearing. Hearing canceled at the request of author. From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.

May 12 Re-referred to Com. on REV. & TAX.

Organization: SCAG
Position: Tracking

AB 1455 (Rodriguez D) Ontario International Airport.

Introduced: 2/27/2015

Last Amended: 5/11/2015

Status: 5/12/2015-Read second time. Ordered to third reading.

Location: 5/12/2015-A. THIRD READING

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

Calendar:

5/14/2015 #157 ASSEMBLY ASSEMBLY THIRD READING FILE

Summary:

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

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

Apr. 6 Referred to Com. on L. GOV.

May 7 From committee: Amend, and do pass as amended. (Ayes 9. Noes 0.) (May 6).

May 11 Read second time and amended. Ordered returned to second reading.

May 12 Read second time. Ordered to third reading.

Organization: SCAG

Position: Tracking

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

Introduced: 2/27/2015

Last Amended: 4/14/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/20/2015)

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

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

Summary:

Current law authorizes certain toll facilities on public highways. Current law creates the Orange County Transportation Authority with various powers and duties. This bill would prohibit the Department of Transportation from seeking or providing funding for a toll lane on a public highway within the boundaries of the County of Orange unless the project is approved by a 2/3 vote of the Orange County Transportation Authority. This bill contains other related provisions.

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

Apr. 13 Referred to Coms. on TRANS. and L. GOV.

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

Apr. 15 Re-referred to Com. on TRANS.

Apr. 21 In committee: Set, first hearing. Failed passage. Reconsideration granted.

Organization: SCAG

Position: Tracking

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

Introduced: 2/27/2015

Status: 4/28/2015-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 10. Noes 5.) (April 27). Re-referred to Com. on REV. & TAX.

Location: 4/28/2015-A. REV. & TAX

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

Summary:

Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a

special tax for local transportation projects submitted at the same election.

History:

2015

Feb. 27 Introduced. To print.

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

Mar. 2 Read first time.

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

Apr. 16 In committee: Hearing postponed by committee.

Apr. 20 In committee: Hearing postponed by committee.

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

Organization: SCAG

Position: Tracking

Organization: VCTC

Position: Support

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

Introduced: 12/1/2014

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

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

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

Summary:

The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.

History:

2014

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

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

2015

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

Mar. 3 Set for hearing March 18.

Mar. 10 March 18 set for first hearing canceled at the request of author.

Mar. 17 Set for hearing April 15.

Apr. 7 April 15 set for second hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

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

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

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

Summary:

Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.

History:

2014

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

2015

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

Organization: SCAG
Position: Tracking

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

Introduced: 12/1/2014
Last Amended: 5/5/2015
Status: 5/8/2015-Set for hearing May 18.
Location: 5/5/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements 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, the expansion of transit services to increase ridership, and to improve transit safety.

History:

2014

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

2015

Jan. 15 Referred to Coms. on E.Q. and T. & H.
Mar. 3 Set for hearing March 18.
Mar. 23 From committee: Do pass as amended and re-refer to Com. on T. & H. (Ayes 7. Noes 0. Page 349.) (March 18).
Mar. 24 Read second time and amended. Re-referred to Com. on T. & H.
Apr. 14 Set for hearing April 28.
Apr. 15 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 0. Page 824.) (April 28).
May 5 Read second time and amended. Re-referred to Com. on APPR.
May 8 Set for hearing May 18.

Organization: SCAG
Position: Tracking

SB 16 (Beall D) Transportation funding.

Introduced: 12/1/2014
Last Amended: 5/13/2015
Status: 5/13/2015-Read second time and amended. Re-referred to Com. on APPR.
Location: 5/13/2015-S. APPR.

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

Summary:

Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program

to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.

History:

2014

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

2015

Jan. 15 Referred to Com. on RLS.
 Mar. 2 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Apr. 7 Re-referred to Com. on T. & H.
 Apr. 10 Set for hearing April 28.
 Apr. 15 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
 Apr. 29 Re-referred to Com. on GOV. & F.
 Apr. 29 From committee: Do pass and re-refer to Com. on RLS. (Ayes 6. Noes 1. Page 824.) (April 28). Re-referred to Com. on RLS.
 May 1 Set for hearing May 6.
 May 12 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (May 6).
 May 13 Read second time and amended. Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

Status: 4/20/2015-April 20 hearing: Placed on APPR. suspense file.

Location: 4/20/2015-S. APPR. SUSPENSE FILE

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

Summary:

Would modify specified reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2014-2015 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill contains other related provisions and other existing laws.

History:

2014

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

2015

Jan. 15 Referred to Com. on GOV. & F.
 Mar. 19 Set for hearing April 8.
 Apr. 8 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 523.) (April 8). Re-referred to Com. on APPR.
 Apr. 10 Set for hearing April 20.
 Apr. 20 April 20 hearing: Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

Last Amended: 5/5/2015

Status: 5/8/2015-Set for hearing May 18.

Location: 5/5/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

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

History:

2014

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

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

2015

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

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

Mar. 17 Set for hearing April 15.

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

Apr. 10 Set for hearing April 29.

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

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

May 8 Set for hearing May 18.

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

Last Amended: 4/8/2015

Status: 5/7/2015-In Assembly. Read first time. Held at Desk.

Location: 5/7/2015-A. DESK

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

Summary:

Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.

History:

2014

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

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

2015

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

Apr. 8 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Apr. 9 Set for hearing April 21.

Apr. 22 From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1. Page 731.) (April 21).

Re-referred to Com. on APPR.

Apr. 30 Set for hearing May 4.

May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

May 5 Read second time. Ordered to third reading.

May 7 In Assembly. Read first time. Held at Desk.

May 7 Read third time. Urgency clause adopted. Passed. (Ayes 29. Noes 7.) Ordered to the Assembly.

Organization: SCAG

Position: Tracking

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

Introduced: 12/1/2014

Last Amended: 4/6/2015

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

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

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

Summary:

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

History:

2014

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

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

2015

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

Mar. 18 Set for hearing April 14.

Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Apr. 7 April 14 set for first hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

SB 63 (Hall D) Seaport infrastructure financing districts.

Introduced: 1/5/2015

Last Amended: 4/7/2015

Status: 4/27/2015-April 27 hearing: Placed on APPR. suspense file.

Location: 4/27/2015-S. APPR. SUSPENSE FILE

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

Summary:

Would include port or harbor infrastructure, as defined, among the projects that may be financed by an enhanced infrastructure financing district. The bill would require a harbor agency to prepare an infrastructure financing plan for a seaport infrastructure financing district, defined as an enhanced infrastructure financing district that finances port or harbor infrastructure. The bill would increase the vote threshold for a seaport infrastructure financing district to issue bonds to 2/3 of the voters, and would provide that for purposes of these voters, a "landowner" means the entity paying possessory interest tax on state-owned land.

History:

2015

Jan. 5 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Jan. 6 From printer. May be acted upon on or after February 5.

Jan. 15 Referred to Com. on RLS.

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

Mar. 25 Re-referred to Com. on GOV. & F.

Mar. 27 Set for hearing April 15.

Apr. 7 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Apr. 15 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1. Page 618.) (April 15).

Re-referred to Com. on APPR.

Apr. 17 Set for hearing April 27.

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

Organization: SCAG

Position: Tracking

SB 64 (Liu D) California Transportation Plan.

Introduced: 1/5/2015

Last Amended: 5/6/2015

Status: 5/8/2015-Set for hearing May 18.

Location: 5/6/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific action -oriented and pragmatic recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016, and every 5 years thereafter.

History:

2015

Jan. 5 Introduced. Read first time. To Com. on RLS. for assignment. To print.
Jan. 6 From printer. May be acted upon on or after February 5.
Jan. 15 Referred to Com. on T. & H.
Apr. 14 Set for hearing April 28.
May 5 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 1. Page 825.) (April 28).
May 6 Read second time and amended. Re-referred to Com. on APPR.
May 8 Set for hearing May 18.

Organization: SCAG

Position: Tracking

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

Introduced: 1/7/2015

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

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

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

Summary:

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

History:

2015

Jan. 7 Introduced. Read first time. To Com. on RLS. for assignment. To print.
Jan. 8 From printer. May be acted upon on or after February 7.
Jan. 15 Referred to Com. on ED.
Mar. 13 Set for hearing March 25.
Mar. 23 March 25 set for first hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

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

Introduced: 1/15/2015

Last Amended: 4/20/2015

Status: 5/4/2015-May 4 hearing: Placed on APPR. suspense file.

Location: 5/4/2015-S. APPR. SUSPENSE FILE

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

Summary:

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

History:

2015

Jan. 15 Introduced. Read first time. To Com. on RLS. for assignment. To print.
Jan. 16 From printer. May be acted upon on or after February 15.
Feb. 5 Referred to Com. on E.Q.

Mar. 12 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Mar. 17 Set for hearing April 15.
 Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 16 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1. Page 648.) (April 15).
 Apr. 20 Read second time and amended. Re-referred to Com. on APPR.
 Apr. 24 Set for hearing May 4.
 May 4 May 4 hearing: Placed on APPR. suspense file.

Organization: SCAG
Position: Tracking

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

Introduced: 1/29/2015
Last Amended: 4/7/2015
Status: 4/27/2015-April 27 hearing: Placed on APPR. suspense file.
Location: 4/27/2015-S. APPR. SUSPENSE FILE

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

Summary:

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

History:

2015

Jan. 29 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Jan. 30 From printer. May be acted upon on or after March 1.
 Feb. 19 Referred to Com. on ED.
 Mar. 13 Set for hearing March 25.
 Apr. 6 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 417.) (March 25).
 Apr. 7 Read second time and amended. Re-referred to Com. on APPR.
 Apr. 14 Set for hearing April 20.
 Apr. 16 April 20 hearing postponed by committee.
 Apr. 17 Set for hearing April 27.
 Apr. 27 April 27 hearing: Placed on APPR. suspense file.

Organization: SCAG
Position: Tracking

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

Introduced: 2/9/2015
Last Amended: 5/5/2015
Status: 5/8/2015-Set for hearing May 18.
Location: 5/5/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

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

History:

2015

Feb. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 10 From printer. May be acted upon on or after March 12.
 Feb. 19 Referred to Coms. on E.Q. and E., U., & C.
 Mar. 3 Set for hearing March 18.
 Mar. 10 March 18 set for first hearing canceled at the request of author.
 Mar. 12 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Mar. 17 Withdrawn from committee. Re-referred to Coms. on E., U., & C. and E.Q.
 Mar. 17 Set for hearing April 15.
 Mar. 24 Set for hearing April 7.
 Mar. 26 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U., & C.
 Apr. 13 From committee: Do pass as amended and re-refer to Com. on E.Q. (Ayes 8. Noes 3. Page 508.) (April 7).
 Apr. 14 Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 16 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 17 Set for hearing April 29.
 Apr. 20 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 857.) (April 29).
 May 5 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.

Organization: SCAG
Position: Tracking

SB 185 (De León D) Public retirement systems: Public Divestiture of Thermal Coal Companies Act.

Introduced: 2/9/2015
Last Amended: 4/8/2015
Status: 4/27/2015-April 27 hearing: Placed on APPR. suspense file.
Location: 4/27/2015-S. APPR. SUSPENSE FILE

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

Summary:

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

History:

2015

Feb. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 10 From printer. May be acted upon on or after March 12.
 Feb. 19 Referred to Com. on P.E. & R.
 Mar. 25 From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.
 Mar. 25 Set for hearing April 13.
 Apr. 8 From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.
 Apr. 14 From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 2. Page 593.) (April 13). Re-referred to Com. on APPR.
 Apr. 17 Set for hearing April 27.
 Apr. 27 April 27 hearing: Placed on APPR. suspense file.

Organization: SCAG
Position: Tracking

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

Introduced: 2/9/2015

Last Amended: 3/26/2015

Status: 4/27/2015-April 27 hearing: Placed on APPR. suspense file.

Location: 4/27/2015-S. APPR. SUSPENSE FILE

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

Summary:

Would create the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee, comprised of 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 advise state agencies on the most effective ways to expend clean energy and GHG-related funds and implement policies in order to maximize California's economic and employment benefits, and to take specified actions in that regard.

History:

2015

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

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

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

Mar. 18 Set for hearing April 6.

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

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

Apr. 8 Set for hearing April 15.

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

Apr. 17 Set for hearing April 27.

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

Organization: SCAG

Position: Tracking

SB 246 (Wieckowski D) Climate Action Team.

Introduced: 2/18/2015

Last Amended: 5/5/2015

Status: 5/8/2015-Set for hearing May 18.

Location: 5/5/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would create the Climate Action Team, under the direction of the Secretary for Environmental Protection and consisting of representatives from specified state agencies, and would require the team to be responsible for coordinating the state's climate policy to achieve the state's climate change goals. The bill would require the team, no later than January 1, 2019, and every 5 years thereafter, to update the 2009 California Climate Adaptation Strategy, as specified.

History:

2015

Feb. 18 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 19 From printer. May be acted upon on or after March 21.

Feb. 26 Referred to Com. on E.Q.

Mar. 17 Set for hearing April 15.

Mar. 26 April 15 hearing postponed by committee.

Apr. 10 Set for hearing April 29.

Apr. 13 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0. Page 857.) (April 29).

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

May 8 Set for hearing May 18.

Organization: SCAG

Position: Tracking

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

Introduced: 2/18/2015

Last Amended: 4/30/2015

Status: 5/8/2015-Set for hearing May 18.

Location: 4/30/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

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

History:

2015

Feb. 18 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 19 From printer. May be acted upon on or after March 21.

Feb. 26 Referred to Coms. on T. & H. and JUD.

Mar. 6 Set for hearing April 7.

Apr. 8 From committee: Do pass and re-refer to Com. on JUD. (Ayes 11. Noes 0. Page 526.) (April 7). Re-referred to Com. on JUD.

Apr. 10 Set for hearing April 21.

Apr. 29 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 728.) (April 21).

Apr. 30 Read second time and amended. Re-referred to Com. on APPR.

May 8 Set for hearing May 18.

Organization: SANDAG

Position: Support

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

Introduced: 2/23/2015

Last Amended: 4/23/2015

Status: 5/5/2015-Read second time. Ordered to third reading.

Location: 5/5/2015-S. THIRD READING

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

Calendar:

5/14/2015 #25 SENATE SENATE BILLS-THIRD READING FILE

Summary:

Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or 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 current law to maintain revenue neutrality.

History:

2015

Feb. 23 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 24 From printer. May be acted upon on or after March 26.

Mar. 5 Referred to Com. on GOV. & F.

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

Apr. 7 Set for hearing April 15.

Apr. 22 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 15).

Apr. 23 Read second time and amended. Re-referred to Com. on APPR.

Apr. 28 Set for hearing May 4.

May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.
 May 5 Read second time. Ordered to third reading.

Organization: SCAG
Position: Tracking

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

Introduced: 2/24/2015
Status: 5/8/2015-Set for hearing May 18.
Location: 4/30/2015-S. APPR.

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

Calendar:
 5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:
 Would express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030.

History:
2015
 Feb. 24 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 25 From printer. May be acted upon on or after March 27.
 Mar. 5 Referred to Coms. on E., U., & C. and E.Q.
 Mar. 24 Set for hearing April 7.
 Apr. 7 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 8. Noes 3. Page 508.) (April 7). Re-referred to Com. on E.Q.
 Apr. 10 Set for hearing April 29.
 Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 857.) (April 29). Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.

Organization: SCAG
Position: Tracking

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

Introduced: 2/24/2015
Last Amended: 5/5/2015
Status: 5/8/2015-Set for hearing May 18.
Location: 5/5/2015-S. APPR.

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

Calendar:
 5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:
 Would, upon the next revision of the housing element on or after January 1, 2017, require the safety element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. The bill would require the update to include a set of goals, policies, and objectives based on a vulnerability assessment, identifying the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, and specified information from federal, state, regional, and local agencies.

History:
2015
 Feb. 24 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 25 From printer. May be acted upon on or after March 27.
 Mar. 5 Referred to Coms. on GOV. & F. and E.Q.
 Mar. 27 Set for hearing April 15.
 Apr. 7 From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.
 Apr. 15 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 5. Noes 2. Page 618.) (April 15). Re-referred to Com. on E.Q.
 Apr. 17 Set for hearing April 29.

May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0. Page 858.) (April 29).

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

May 8 Set for hearing May 18.

Organization: SCAG

Position: Tracking

SB 398 (Leyva D) Green Assistance Program.

Introduced: 2/25/2015

Last Amended: 4/14/2015

Status: 5/11/2015-May 11 hearing: Placed on APPR. suspense file.

Location: 5/11/2015-S. APPR. SUSPENSE FILE

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

Summary:

Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection in concert with environmental justice programs, that, among other things, would provide technical assistance to small businesses, small nonprofits, and disadvantaged communities in applying for an allocation of moneys from the Greenhouse Gas Reduction Fund. The bill would declare that the secretary use existing resources for the program. This bill contains other existing laws.

History:

2015

Feb. 25 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 26 From printer. May be acted upon on or after March 28.

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

Mar. 17 Set for hearing April 15.

Apr. 1 April 15 hearing postponed by committee.

Apr. 10 Set for hearing April 29.

Apr. 14 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1. Page 858.) (April 29). Re-referred to Com. on APPR.

May 5 Set for hearing May 11.

May 11 May 11 hearing: Placed on APPR. suspense file.

Organization: SCAG

Position: Tracking

SB 403 (Liu D) California Community Schools Act.

Introduced: 2/25/2015

Last Amended: 4/23/2015

Status: 5/8/2015-Set for hearing May 18.

Location: 4/29/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would establish the California Community Schools Act, which would authorize a local educational agency or school and one or more community partners, as defined, to form a community consortium to establish a California community school, as defined. The bill would require the Superintendent of Public Instruction, subject to the appropriation of funds in the annual Budget Act or the availability of funds from private sources, to make grants available to qualified recipients to fund California community schools and to enhance programs at California community schools.

History:

2015

Feb. 25 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 26 From printer. May be acted upon on or after March 28.

Mar. 5 Referred to Com. on ED.

Mar. 20 Set for hearing April 8.

Mar. 26 April 8 set for first hearing canceled at the request of author.

Apr. 2 Set for hearing April 15.

Apr. 7 From committee with author's amendments. Read second time and amended. Re-referred to

Com. on ED.
 Apr. 13 April 15 set for second hearing canceled at the request of author.
 Apr. 14 Set for hearing April 22.
 Apr. 16 April 22 hearing postponed by committee.
 Apr. 17 Set for hearing April 29.
 Apr. 23 From committee with author's amendments. Read second time and amended. Re-referred to Com. on ED.
 Apr. 29 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 814.) (April 29).
 Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.

Organization: SCAG
Position: Tracking

SB 433 (Berryhill R) Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.

Introduced: 2/25/2015
Last Amended: 5/7/2015
Status: 5/11/2015-Read second time. Ordered to third reading.
Location: 5/11/2015-S. THIRD READING

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

Calendar:
 5/14/2015 #41 SENATE SENATE BILLS-THIRD READING FILE

Summary:
 Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year , instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.

History:
2015
 Feb. 25 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Feb. 26 From printer. May be acted upon on or after March 28.
 Mar. 5 Referred to Com. on RLS.
 Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
 Apr. 9 Re-referred to Com. on GOV. & F.
 Apr. 10 Set for hearing April 22.
 Apr. 22 From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0. Page 725.) (April 22).
 Re-referred to Com. on APPR.
 Apr. 24 Set for hearing May 4.
 May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.
 May 5 Read second time. Ordered to third reading.
 May 7 Read third time and amended. Ordered to second reading.
 May 11 Read second time. Ordered to third reading.

Organization: SCAG
Position: Tracking

SB 513 (Beall D) Carl Moyer Memorial Air Quality Standards Attainment Program: fees.

Introduced: 2/26/2015
Last Amended: 5/12/2015
Status: 5/12/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
Location: 5/12/2015-S. APPR.

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

Calendar:
 5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:
 Current law authorizes the Sacramento Metropolitan Air Quality Management District to adopt a \$6 surcharge on motor vehicle registration fees applicable to motor vehicles registered within the district. Current law requires the collected fees to be used for specified purposes, including, among others, awarding grants eligible for funding under the Carl Moyer Memorial Air Quality Standards Attainment

Program. This bill would additionally authorize those fees to be used for projects that involve alternative fuel and electric infrastructure, as specified.

History:

2015

Feb. 26 Introduced. Read first time. To Com. on RLS. for assignment. To print.

Feb. 27 From printer. May be acted upon on or after March 29.

Mar. 12 Referred to Com. on RLS.

Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Apr. 16 Re-referred to Coms. on T. & H. and E.Q.

Apr. 16 Set for hearing April 21 pending receipt.

Apr. 22 From committee: Do pass and re-refer to Com. on E.Q. (Ayes 10. Noes 0. Page 732.) (April 21). Re-referred to Com. on E.Q.

Apr. 23 Set for hearing April 29.

Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 858.) (April 29). Re-referred to Com. on APPR.

May 8 Set for hearing May 18.

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

Organization: SCAG

Position: Tracking

SB 687 (Allen D) Renewable gas standard.

Introduced: 2/27/2015

Last Amended: 5/5/2015

Status: 5/8/2015-Set for hearing May 18.

Location: 5/5/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would require the state board, on or before June 30, 2017, in consultation with the State Energy Resources Conservation and Development Commission and the Public Utilities Commission, to adopt a carbon-based renewable gas standard, as defined and specified, that requires all gas sellers, as defined, to provide specified percentages of renewable gas meeting certain deliverability requirements, to retail end-use customers for use in California, that increases over specified compliance periods. The bill would authorize the state board to waive enforcement of the renewable gas standard upon certain showings being made by a gas seller.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.

Mar. 2 Read first time.

Mar. 2 From printer. May be acted upon on or after April 1.

Mar. 19 Referred to Coms. on E., U., & C. and E.Q.

Mar. 24 Set for hearing April 7.

Apr. 15 From committee: Do pass as amended and re-refer to Com. on E.Q. (Ayes 7. Noes 3. Page 509.) (April 7).

Apr. 16 Read second time and amended. Re-referred to Com. on E.Q.

Apr. 21 Set for hearing April 29.

May 4 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 859.) (April 29).

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

May 8 Set for hearing May 18.

Organization: SCAG

Position: Tracking

SB 698 (Cannella R) Active Transportation Program: school zone safety projects.

Introduced: 2/27/2015

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

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

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

Summary:

Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.

History:

2015

- Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
- Mar. 2 Read first time.
- Mar. 2 From printer. May be acted upon on or after April 1.
- Mar. 19 Referred to Coms. on E.Q. and T. & H.
- Mar. 27 Set for hearing April 15.
- Apr. 16 April 15 set for first hearing canceled at the request of author.

Organization: SCAG

Position: Tracking

SB 747 (McGuire D) Airports: financial assistance.

Introduced: 2/27/2015

Last Amended: 5/6/2015

Status: 5/8/2015-Set for hearing May 18.

Location: 5/6/2015-S. APPR.

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

Calendar:

5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:

Would, effective December 8, 2017, require that the revenues from the imposition of state sales and use taxes, at the rate of 4.1875%, on the sale, storage, use, or other consumption of aviation fuel, as defined, be transferred to the Aeronautics Account for allocation in specified percentages to airports and for aviation-related purposes. This bill contains other related provisions.

History:

2015

- Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
- Mar. 2 Read first time.
- Mar. 2 From printer. May be acted upon on or after April 1.
- Mar. 19 Referred to Com. on T. & H.
- Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
- Apr. 7 Set for hearing April 21.
- Apr. 14 From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
- Apr. 22 From committee: Do pass as amended and re-refer to Com. on RLS. (Ayes 9. Noes 0. Page 732.) (April 21).
- Apr. 23 Read second time and amended. Re-referred to Com. on RLS.
- Apr. 24 Set for hearing April 29 in GOV. & F. pending receipt.
- Apr. 27 Re-referred to Com. on GOV. & F.
- May 5 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 29).
- May 6 Read second time and amended. Re-referred to Com. on APPR.
- May 8 Set for hearing May 18.

Organization: SCAG

Position: Tracking

SB 756 (Stone R) California Environmental Quality Act.

Introduced: 2/27/2015

Status: 3/19/2015-Referred to Com. on RLS.

Location: 3/19/2015-S. RLS.

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

Summary:

Would state the intent of the Legislature to enact legislation to amend CEQA.

History:

2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
Mar. 2 Read first time.
Mar. 2 From printer. May be acted upon on or after April 1.
Mar. 19 Referred to Com. on RLS.

Organization: SCAG
Position: Tracking

SB 767 (De León D) Los Angeles County Metropolitan Transportation Authority: transactions and use tax.

Introduced: 2/27/2015
Status: 5/5/2015-Read second time. Ordered to third reading.
Location: 5/5/2015-S. THIRD READING

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

Calendar:
5/14/2015 #33 SENATE SENATE BILLS-THIRD READING FILE

Summary:
Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.

History:
2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
Mar. 2 Read first time.
Mar. 2 From printer. May be acted upon on or after April 1.
Mar. 19 Referred to Coms. on T. & H. and GOV. & F.
Mar. 27 Set for hearing April 14.
Apr. 15 From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0. Page 621.) (April 14). Re-referred to Com. on GOV. & F.
Apr. 17 Set for hearing April 22.
Apr. 22 From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 726.) (April 22). Re-referred to Com. on APPR.
Apr. 24 Set for hearing May 4.
May 4 From committee: Be ordered to second reading pursuant to Senate Rule 28.8.
May 5 Read second time. Ordered to third reading.

Organization: SCAG
Position: Support

SB 778 (Allen D) Automotive oil source reduction.

Introduced: 2/27/2015
Last Amended: 4/20/2015
Status: 5/11/2015-May 11 hearing: Placed on APPR. suspense file.
Location: 5/11/2015-S. APPR. SUSPENSE FILE

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

Summary:
Would, on and after January 1, 2018, require all automotive oil sold in this state to be certified by the oil manufacturer to achieve a minimum useful life of 10,000 miles when used in accordance with the automobile manufacturer's recommendations, and to meet current automotive industry standards. A violation of these provisions would be a crime, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.

History:
2015

Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
Mar. 2 Read first time.
Mar. 2 From printer. May be acted upon on or after April 1.
Mar. 19 Referred to Com. on N.R. & W.
Apr. 6 From committee with author's amendments. Read second time and amended. Re-referred to Com. on N.R. & W.
Apr. 7 Withdrawn from committee. Re-referred to Com. on RLS.
Apr. 16 Re-referred to Com. on E.Q.

Apr. 17 Set for hearing April 29.
 Apr. 20 From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.
 Apr. 30 From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1. Page 859.) (April 29).
 Re-referred to Com. on APPR.
 May 5 Set for hearing May 11.
 May 11 May 11 hearing: Placed on APPR. suspense file.

Organization: SCAG
Position: Tracking

SB 788 (McGuire D) California Coastal Protection Act of 2015.

Introduced: 2/27/2015
Last Amended: 5/4/2015
Status: 5/8/2015-Set for hearing May 18.
Location: 5/4/2015-S. APPR.

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

Calendar:
 5/18/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Summary:
 The California Coastal Sanctuary Act of 1994 authorizes the State Lands Commission to enter into a lease for the extraction of oil or gas from state-owned tide and submerged lands in the California Coastal Sanctuary if the commission determines that the oil or gas deposits are being drained by means of producing wells upon adjacent federal lands and the lease is in the best interest of the state. This bill would enact the California Coastal Protection Act of 2015, which would delete this authorization. The bill would make related legislative findings and declarations.

History:
2015
 Feb. 27 Introduced. To Com. on RLS. for assignment. To print.
 Mar. 2 Read first time.
 Mar. 2 From printer. May be acted upon on or after April 1.
 Mar. 19 Referred to Com. on N.R. & W.
 Apr. 9 Set for hearing April 28.
 Apr. 30 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 1. Page 821.) (April 28).
 May 4 Read second time and amended. Re-referred to Com. on APPR.
 May 8 Set for hearing May 18.

Organization: SCAG
Position: Tracking

SCA 7 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.

Introduced: 4/9/2015
Status: 4/27/2015-May 5 hearing postponed by committee.
Location: 4/16/2015-S. T. & H.

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

Summary:
 Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.

History:
2015
 Apr. 9 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 Apr. 10 From printer. May be acted upon on or after May 10.
 Apr. 16 Referred to Coms. on T. & H. and E. & C.A.
 Apr. 21 Set for hearing May 5.
 Apr. 27 May 5 hearing postponed by committee.

Organization: SCAG
Position: Tracking

Total Measures: 83
Total Tracking Forms: 88