

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 4.1  
Action



From: ANDRE BOUTROS  
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

**BACKGROUND:**

August 31<sup>st</sup> was the deadline for bills to be passed out of the Legislature to the Governor for action and September 30<sup>th</sup> was the deadline for the Governor to sign or veto bills. Four key bills of interest to the Commission were signed or vetoed by the Governor and a summary of key legislation is provided below. Attachment A provides the final status of all bills monitored by staff this session. The Legislature will adjourn for recess on November 30<sup>th</sup> and will reconvene on December 6<sup>th</sup> to begin a new two-year session.

**RECOMMENDATION:**

Staff recommends that the Commission accept the staff report.

**KEY LEGISLATION SIGNED BY THE GOVERNOR:**

**SB 486 (DeSaulnier, Department of Transportation: Goals and Performance Measures)**

*Commission Adopted Position: Support*

*Status: Signed by the Governor 9-30-14, Chapter 917, Statutes of 2014*

SB 486 authorizes the Commission to prescribe study areas for analysis and evaluation by Caltrans and establish guidelines for the updates to the California Transportation Plan (CTP); revises the procedures for the development of the Interregional Transportation Strategic Plan (ITSP) and the Interregional Transportation Improvement Plan (ITIP), requiring the Commission to approve the ITSP and conduct public hearings regarding the draft ITIP; requires Caltrans, in consultation with the Commission, to prepare an asset management plan to guide the selection of projects for the State Highway Operation and Protection Program (SHOPP); requires the Commission to adopt targets and performance measures for, and review and approve, the asset management plan; calls for the Commission to adopt the SHOPP and authorizes the Commission to decline to adopt if it determines that the SHOPP is not consistent with the asset management plan; and requires transparency in reporting expenditures at contract acceptance in relation to approved capital and support budgets.

**SB 1298 (Hernandez, High Occupancy Toll Lanes)***Commission Adopted Position: Support**Status: Signed by the Governor 9-21-14, Chapter 531, Statutes of 2014*

SB 1298 extends indefinitely, the I-10 and I-110 HOT lanes programs (known as the Metro ExpressLanes program) in Los Angeles County. This bill allows the Los Angeles County Metropolitan Transportation Authority (LA Metro) to change the vehicle occupancy requirement for access to the HOV lanes in the I-10 and I-110 corridors and requires LA Metro to reimburse state agencies (using toll revenues) for the costs incurred in the implementation and maintenance of State Highway System facilities in connection with the program. SB 1298 also requires that remaining toll revenues be used for improvements to the corridors within which the revenues were generated and allows LA Metro to bond against future toll revenues to finance any costs necessary to implement the program.

**SB 1077 (DeSaulnier, Mileage-Based Fee Pilot Program)***Commission Adopted Position: Support**Status: Signed by the Governor 9-29-14, Chapter 835, Statutes of 2014*

SB 1077 requires the Chair of the Commission, in consultation with the Secretary of Transportation, to create a 15 member Road Usage Charge Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax and to make recommendations to the Secretary of Transportation on the design of a pilot program. The Transportation Agency must implement a road usage charge pilot program by January 1, 2017 based on recommendations of the TAC and submit to the Legislature, the TAC, and the Commission, a report of its findings by June 30, 2018. The Commission is required to include its recommendations regarding the pilot program in its annual report to the Legislature. This bill will sunset on January 1, 2019 unless modified by a later statute.

**SB 1228 (Hueso, Trade Corridors Improvement Fund)***Commission Adopted Position: Support**Status: Signed by the Governor 9-29-14, Chapter 787, Statutes of 2014*

This bill continues the existence of the Trade Corridors Improvement Fund (TCIF) to receive potential funding from sources including transfers from the Greenhouse Gas Reduction Fund for infrastructure improvement projects along corridors that have a high volume of freight movement and that benefit the state's land ports of entry, seaports, and airports. This bill requires the Commission to incorporate existing TCIF statutory funding distributions and guidelines, and to distribute funds in consultation with the California Freight Mobility Plan developed by Agency and the Sustainable Freight Strategy developed by the California Air Resources Board.

**BACKGROUND:**

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

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

Additional criteria for bringing a bill forward include:

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

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

Attachment A - Status of State and Federal Legislation

Bill #	Author	Title	Subject	Description	Status
<u>AB 52</u>	Gatto	Native Americans: California Environmental Quality Act	Environment Project Delivery	This bill would specify that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. The bill would require a lead agency to begin consultation with <del>a federally-recognized</del> Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The bill would specify examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill would make the above provisions applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after <del>January</del> July 1, 2015. The bill would require the Office of Planning and Research to revise <i>on or before July, 1 2016</i> the guidelines to separate the consideration of <i>tribal</i> cultural resources from that for paleontological resources and add consideration of tribal cultural resources.	<i>Last Action</i> Signed by Governor, chaptered September 25, 2014 <i>Current Location</i> Chapter 532
<u>AB 69</u>	Pera	California Global Warming Solutions Act of 2006: Market Based Compliance Mechanisms Exemption	Funding/Financing	This bill would delay implementation of market-based compliance mechanisms for carbon-based transportation fuels from January 1, 2015 to December 31, 2017 with an urgency statute.	<i>Last Action</i> In Senate, read second time and amended, referred to Rules Committee July 3, 2014 <i>Current Location</i> Senate Rules Committee
<u>AB 243</u>	Dickinson	Local Government: Infrastructure Financing Districts	Funding/Financing	This bill would authorize the creation of an infrastructure and revitalization financing district and the issuance of debt with 55% voter approval. The bill would authorize a district to finance projects in redevelopment project areas, former redevelopment project areas and former military bases if special conditions are met. The bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	<i>Last Action</i> In Assembly, ordered from inactive file, to third reading, returned to Senate August 7, 2014 <i>Current Location</i> Senate
<u>AB 680</u>	Salas	Transportation: Interregional Road System	Funding/Financing	Amends the Streets and Highways Code to include State Highway Route 43 as an eligible interregional and intercounty route.	<i>Last Action</i> In Senate Appropriations, held in committee August 30, 2013 <i>Current Location</i> Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
<a href="#"><u>AB 747</u></a>	Levine	State Highway Route 131: Relinquishment	Direct Impact to CTC	This bill would authorize the Commission to relinquish to the Town of Thiburon in Marin County a specified portion of State Highway Route 131	<i>Last Action</i> Signed by Governor, chaptered June 23, 2014 <i>Current Location</i> Chapter 47
<a href="#"><u>AB 1046</u></a>	Gordon	Department of Transportation: Innovative Delivery	Project Delivery	This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.	<i>Last Action</i> In Senate Appropriations Committee, not heard August 19, 2013 <i>Current Location</i> Senate Appropriations Committee
<a href="#"><u>AB 1081</u></a>	Medina	Economic Development: Goods-Movement Infrastructure	Planning	Existing law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, public post secondary educational institutions and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include information related to infrastructure identified by state and federal transportation authorities and recommendations for private sector financing as specified.	<i>Last Action</i> In Senate Appropriations, held in committee August 30, 2013 <i>Current Location</i> Senate Appropriations Committee
<a href="#"><u>AB 1415</u></a>	Perez	Regulations: Corrosion Prevention and Mitigation Projects	Project Delivery	This bill would require a public entity that awards a contract for construction, alternation, demolition, installation, repair, or maintenance work after January 1, 2017, that is paid in whole or in part with state funds, to require contractors and sub-contractors performing corrosion prevention and mitigation work to comply with specified standards to be adopted by the Director of the Department of Industrial Relations in consultation with the Department of Toxic Substances Control. This bill would also exempt work on plumbing and piping systems, performed by specified persons, from the standards adopted under these provisions. This bill would also make technical, non-substantive changes to the Administrative Procedures Act.	<i>Last Action</i> In Senate, read second time, to third reading August 25, 2014 <i>Current Location</i> Senate Third Reading File

Bill #	Author	Title	Subject	Description	Status
<u>AB 1447</u>	Waldron	Global Warming Solutions Act of 2006; GHG Reduction Fund, Traffic Light Synchronization	Funding/Financing	Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments. This bill would authorize sustainable infrastructure projects to include a traffic signal synchronization component when the project is designed and implemented to achieve cost-effective reductions in GHG emissions and includes specific reduction targets and metrics to evaluate the project's effect.	<i>Last Action</i> Signed by Governor, chaptered September 26, 2014 <i>Current Location</i> Chapter 594
<u>AB 1721</u>	Linder	High Occupancy Vehicle Lanes	Managed Lanes	Existing law requires that a low emissions vehicle, eligible to use HOV lanes, be granted a toll-free or reduced-rate passage exempt from toll charges imposed on single-occupant vehicles in designated high-occupancy toll (HOT) lanes. This bill would instead, allow a low emissions vehicle, eligible to use HOV lanes, passage in HOT lanes at a toll-free or reduced rate.	<i>Last Action</i> Signed by Governor, chaptered September 21, 2014 <i>Current Location</i> Chapter 526
<u>AB 1724</u>	Frazier	Construction Manager/General Contractor; Transit Agency	Project Delivery	This bill would authorize regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain projects. The regional agency would be required to prepare a report and notify the legislature when the report is available.	<i>Last Action</i> In Senate, read second time and amended, referred to committee June 10, 2014 <i>Current Location</i> Senate Transportation and Housing Committee
<u>AB 1811</u>	Buchanan	High Occupancy Vehicle Lanes	Managed Lanes	This bill would amend Streets and Highways Code Section 149.5 to specify that High-Occupancy Vehicles shall have "Access" at all times rather than "Restricted Access" Unrestricted Access at all times on the portions of I-680 in Alameda and Santa Clara counties that are part of the value-pricing HOV programs in these areas, except that the program may require a HOV to have an electric transponder or other electronic device for law enforcement purposes.	<i>Last Action</i> Signed by Governor, chaptered July 8, 2014 <i>Current Location</i> Chapter 94

Bill #	Author	Title	Subject	Description	Status
<u>AB 1910</u>	Gray	San Joaquin Valley Planning and Preparedness	Direct Impact to CTC	This bill would require the establishment of the San Joaquin Valley Regional Economic Planning and Preparedness Council, including a representative from the Commission. The purpose of the Council is to identify and develop the framework, funding, and strategies, programs, policies, partnerships, and opportunities necessary to address the growing need for a highly skilled and well-trained workforce to meet the needs of the Valley's emerging technology and energy economy.	<i>Last Action</i> Vetted by Governor September 17, 2014 <i>Current Location</i> Vetted
<u>AB 1957</u>	Dickinson	State Highway Route 16	Direct Impact to CTC	This bill would authorize the Commission to relinquish to the City of Sacramento the portion of State Highway Route 16 that is located within the city limits of that city and to relinquish to the County of Sacramento the portion of State Highway Route 16 that is located within the unincorporated area of that county under certain conditions.	<i>Last Action</i> Signed by Governor, chaptered September 15, 2014 <i>Current Location</i> Chapter No. 335
<u>AB 2008</u>	Quirk	<del>CEQA</del> <del>Int'l</del> <del>Projects</del> <del>Transit Village Plans: Goods Movement</del>	Planning	<del>This bill would require transit village plans to address demonstrable public benefits beyond the increase in transit usage including any 6 specified benefits. The bill would add as a public benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through the provision of dedicated loading and unloading facilities for commercial space. This bill would require the Governor's Office of Planning and Research to revise the CEQA Guidelines to include minimizing the impacts of goods movement on air quality, traffic and public safety as one of the statewide standards for int'l projects.</del>	<i>Last Action</i> Signed by Governor, chaptered July 7, 2014 <i>Current Location</i> Chapter 88
<u>AB 2050</u>	Quirk	Global Warming Solutions Act	Planning	<del>This bill, until January 1, 2019, bill would require, for purposes of advising the update of the next scoping plan, the state board to include develop specified elements when updating the scoping plan: information by January 1, 2016. The bill would require the state board, on or before January 1, 2019, to submit a report to the appropriate committees of the Legislature on these the specified elements of the updated scoping plan. information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</del>	<i>Last Action</i> In Senate Appropriations Committee, held in Committee August 14, 2014 <i>Current Location</i> Senate Appropriations Committee Suspend File

Bill #	Author	Title	Subject	Description	Status
<u>AB 2090</u>	Fong	High Occupancy Toll Lanes: San Diego and Santa Clara Counties	Managed Lanes	This bill would delete the reference in the law to Level of Service C or D and would instead require SANDAG (for the I-15 and 2 other corridors) and VTA (on 2 corridors), with the consent of the Department, to establish appropriate performance measures such as speed or travel times for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the State Highway System. The bill would provide that high-occupancy vehicles using these HOT lanes may be required to have an electronic transponder or other electronic device for enforcement purposes. <i>This bill would additionally authorize the use of toll revenues for transportation corridor improvements within the affected corridors.</i>	<i>Last Action</i> Signed by Governor, chaptered September 21, 2014 <i>Current Location</i> Chapter 528
<u>AB 2119</u>	Stone	Local Transaction and Use Taxes	Funding/Financing	This bill would authorize the board of supervisors of a county to levy, increase, or extend a transaction and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county.	<i>Last Action</i> Signed by Governor, chaptered July 18, 2014 <i>Current Location</i> Chapter 148
<u>AB 2250</u>	Daly	Toll Facilities: Revenues	Managed Lanes	This bill would require any toll revenues generated from a managed lane (as defined) on the State Highway System that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located.	<i>Last Action</i> Signed by Governor, chaptered September 20, 2014 <i>Current Location</i> Chapter 500
<u>AB 2280</u>	Alejo	Community Revitalization and Investment Authorities	Funding/Financing	This bill would authorize certain cities to form a Community Revitalization Authority within a community revitalization and investment area, to carry out community redevelopment law. This bill provides for the financing of these activities by the issuance of bonds serviced by tax increment revenues.	<i>Last Action</i> Vetoed by Governor September 29, 2014 <i>Current Location</i> Vetoed

Bill #	Author	Title	Subject	Description	Status
<u>AB 2471</u>	Frazier	Public Contracts: Change Orders	Project Delivery	This bill would require a public entity, as defined, when authorized to order changes or additions to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and no later than 60 days after the extra work is performed and reasonable documentation has been submitted <del>complete and agreed-upon</del> <del>is reviewed</del> . The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work <del>in accordance with any provisions for change order work that may be contained in the public works contract</del> . The bill would require prejudice interest to accrue on any amount <del>for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill that this bill would require to be paid that the public entity fails to pay</del> . The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified	<i>Last Action</i> In Senate, read second time and amended, referred to Appropriations August 4, 2014 <i>Current Location</i> Senate Appropriations Committee
<u>AB 2541</u>	Hall	Alameda Corridor Transportation Authority	Funding/Financing	This bill would require the Alameda Corridor Transportation Authority to adopt and publish a tariff under which a use fee for movement of cargo on the Corridor rail system is imposed on users. Requires the Authority to contract with independent 3rd party collection agency to collect the use fee. Requires a user to waive any damages or other claims as a result of enforcement of the tariff. Requires railroad operators operating on the corridor to provide the Authority with certain information about a user's cargo	<i>Last Action</i> In Assembly, read third time, passed to Senate May 29, 2014 <i>Current Location</i> Senate
<u>AB 2752</u>	Assembly Transportation Committee	Transportation Omnibus	Direct Impact to CTC	This is the 2014 Transportation Omnibus Bill. Corrects the title of the California State Transportation Agency and corrects obsolete code references in existing law that provides for the adoption of the state transportation improvement program by the State Transportation Commission and for the adoption of a congestion management program by specified local agencies and the duties of the Secretary of Transportation with regard to these programs. This bill will also revise contracting provisions governing new county road construction/reconstruction work, revise provisions for the issuance of legacy license plates by DMV, clarify the Vehicle Code regarding the transport of hazardous materials, and correct other obsolete and erroneous cross-references. <i>This bill would also provide for the relinquishment of portions of the following State Routes: 1, 34, 55, and 232.</i>	<i>Last Action</i> Chaptered September 15, 2014 <i>Current Location</i> Chapter No. 345

Bill #	Author	Title	Subject	Description	Status
<u>AJR 53</u>	Rendon and Lowenthal	National Freight Network Trust Fund	Funding/Financing	This measure would memorialize the Congress and the President of the United States to enact HR 5101, the National Freight Network Trust Fund Act of 2014	<i>Last Action</i> Chapered September 9, 2014 <i>Current Location</i> Resolution Chapter No. 167
<u>ACA 8</u>	Blumenfeld	Local Government Financing: Voter Approval	Funding/Financing	This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness in the form of general obligation bonds to fund specified public improvements and facilities including transportation infrastructures, streets and roads, sidewalks, transit systems, highways, freeways etc.	<i>Last Action</i> In Senate, re-referred to Appropriations Committee June 27, 2013 <i>Current Location</i> Senate Appropriations Committee
<u>SB 1</u>	Steinberg	Sustainable Communities Investment Authority	Funding/Financing	This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.	<i>Last Action</i> In Senate, to Inactive File September 12, 2013 <i>Current Location</i> Senate Inactive File
<u>SB 15</u>	Padilla	Aviation: Unmanned Aircraft Systems	Aeronautics	This bill would, under existing civil and criminal provisions, provide that engaging in the prohibited activities with devices or instrumentalities affixed to or contained within an unmanned aircraft system is included within the prohibitions. With respect to the criminal provisions, the bill would impose a state mandated local program by changing the definition of a crime. This bill would also provide that an unmanned aircraft system may not be equipped with a weapon. This bill would define "unmanned aircraft system" for all of these purposes. This bill would additionally require that an application for a search warrant specify if an unmanned aircraft system, as defined, will be used in the execution of the search warrant, and the intended purpose for which the unmanned aircraft system will be used.	<i>Last Action</i> In Assembly Public Safety Committee, reconsideration granted August 27, 2013 <i>Current Location</i> Assembly Public Safety Committee

Bill #	Author	Title	Subject	Description	Status
<b>SB 151</b>	DeSautier Co-authors: Gaines, Cannella, Hancock, Lara, Pavley, Roth and Steinberg	SHOPP	Funding/Financing Direct Impact to CTC	This bill would require the Commission, beginning February 1, 2016 to allocate all capital and support costs for SHOPP projects and would require the Commission to approve a supplemental allocation for increases in capital or support costs above the original allocation. The bill would authorize the commission to establish guidelines to provide exceptions to the requirements relating to these supplemental project allocation requests, as that it determines may be necessary to ensure projects are not unnecessarily delayed.	<b>Last Action</b> In Assembly Appropriations, held in Committee August 14, 2014 <b>Current Location</b> Assembly Appropriations Committee Suspense File Support Position Adopted 6-25-14 Support letter issued 6-26-14
<b>SB 486</b>	DeSautier Co-authors: Gaines, Cannella, Hancock, Lara, Liu, Pavley, Roth and Steinberg	Department of Transportation: Goals and Performance Measures	Accountability	This bill would authorize the Commission to prescribe study areas for analysis and evaluation by the department and to establish guidelines for updates to the California Transportation Plan, commencing with the December 31, 2020 CTP. This bill would require the Department to submit the to the Commission on or before June 30 October 15, 2015, an ITSP consistent with the CTP, for Commission approval. This bill would revise the procedures for the development of the ITIP by requiring the department to submit a draft ITIP to the Commission by October 15 of each odd numbered year and would require projects in the draft ITIP to be consistent with the ITSP. This bill would require the Commission to hold public hearings by November 15 of each odd numbered year regarding the draft ITIP and to attempt to reconcile any objections. The department would be required to consider the input received at the hearings and develop/submit a final ITIP to the Commission for approval by December 15 of each odd numbered year. <del>This bill would also require the Commission, in cooperation with the department, to establish guidelines for the preparation of the SHOPP. This bill would require Caltrans, in consultation with the Commission, to prepare a robust asset management plan, subject to review and approval by the Commission, to guide selection of projects in the SHOPP and would give the Commission the ability to decline adoption of the program if it is not consistent with the asset management plan guidelines. This bill would require Caltrans to specify the capital and support budget as well as a projected delivery date for PAED, PSE, ROW and CON, for each project in the SHOPP. This bill would require the Commission to adopt targets and performance measures for the SHOPP, in connection with the asset management plan. This bill would require Caltrans to report to the Commission quarterly on the approved capital and support budgets compared to project expenditures at contract acceptance, for major SHOPP projects completed. This bill requires Caltrans, in consultation with the Commission, to develop a plain language performance report to increase transparency and accountability of the SHOPP. This bill would also add a new section to the Commission's Annual Report to the Legislature to discuss and analyze the Department's project costs from original programming to</del>	<b>Last Action</b> Signed by Governor, chaptered September 30, 2014 <b>Current Location</b> Chapter 917 Support Position Adopted 6-25-14 Support letter issued 6-26-14

Bill #	Author	Title	Subject	Description	Status
<b>SB 616</b>	<i>Rohi Wyyght</i>	State Aid to Airports Program	Funding/Financing	This bill would require the Department to certify that at the time a CA Aid to Airports Grant is issued, the department has received all statements, resolutions, and other documentation required to fulfill the grant terms and conditions. This bill would allow the grant recipient to begin the grant project once the Department has issued the certification. This bill would allow 45 days for the grant recipient to provide additional documentation if needed before losing grant eligibility.	<i>Last Action</i> Withdrawn from Governor August 29, 2014 <i>Current Location</i> Pending
<b>SB 785</b>	Wolk	Design-Build	Project Delivery	This bill consolidates existing design-build statutes and eliminates inconsistencies in statutory language by adopting authority of general application to identified agencies and repealing superseded sections. This bill repeals a section from SBX2-4 regarding provisions that were rendered obsolete by AB 401 (Daly, Chapter 586 Statutes of 2013).	<i>Last Action</i> Signed by Governor, Chaptered September 30, 2014 <i>Current Location</i> Chapter 931
<b>SB 853</b>	Senate Budget and Fiscal Review Committee	Transportation Budget Trailer Bill	Funding/Financing Direct Impact to CTC	This bill would authorize Caltrans to transfer excess funds from the Local Airport Loan Account (LALA) to the Aeronautics Account to fund operational and safety grants, as long as the LALA account maintains a \$5 million balance. This bill would also amend Streets and Highways Code allowing right of way purchase costs at the time of acceptance of the construction contract to be within 20% of the amount reported at the time of allocation. This bill would also change the date of adoption of the 2015 ATP program of projects from April 1, 2015 to December 31, 2015 so that the adoption of the initial program of projects does not overlap with the call for projects for the second round of funding - all subsequent programs would be adopted by April 1 of each odd-numbered year.	<i>Last Action</i> Signed by Governor, enacted June 20, 2014 <i>Current Location</i> Chapter 27
<b>SB 862</b>	Senate Budget and Fiscal Review Committee	Greenhouse Gas Emissions Reduction Trailer Bill	Funding/Financing	Beginning in FY 15-16, 35% of annual proceeds from the Greenhouse Gas Reduction Fund (GGRF) will be continuously appropriated for transit, affordable housing and sustainable communities programs in the following manner: 10% to CalSTA for the Transit and Intercity Rail Program for which CalSTA will select projects and the Commission will award funding, 5% to the "Low Carbon Transit Operations Program" to be allocated by the State Controller on a formula basis, and 20% to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program. Also beginning in FY 15-16, 25% of the annual GGRF proceeds will be appropriated to High Speed Rail for the initial operating segment and Phase 1 of the Blended System.	<i>Last Action</i> Signed by Governor, enacted June 20, 2014 <i>Current Location</i> Chapter 36

Bill #	Author	Title	Subject	Description	Status
<u>SB 969</u>	DeSautner	Public Works Project Oversight Oversight Improvement Act	Accountability	This bill would amend the Public Works Peer Review Act of 2013. This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. The bill would require the agency administering a megaproject to make available to the public via its Internet Web site a list of all engineers in responsible charge of work related to the megaproject, and their qualifications.	<p><i>Last Action</i>                      Vetoes by Governor                      September 30, 2014</p> <p><i>Current Location</i>                      Vetoes</p>
<u>SB 983</u>	Hernandez	High Occupancy Toll Lanes	Managed Lanes	<p>This bill would add the Santa Clara Valley Transportation Authority to the list of regional transportation agencies eligible to apply to the commission to develop and operate high-occupancy toll lanes and associated facilities. On a statewide level, this bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. This bill would additionally authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. This bill would also require the commission to establish guidelines for the development and operation of high-occupancy toll lanes, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit, subject to certain minimum requirements, that are approved by the Commission on or after January 1, 2015. This legislation does not authorize the conversion of any existing non-toll or non-user fee lanes into tolled or user-fee lanes except that an HOV lane may be converted into an HOV lane pursuant to the provisions of this bill. The bill would also authorize a regional agency or the Department to use bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities developed and approved pursuant to this bill.</p>	<p><i>Last Action</i>                      In Assembly                      Appropriations, held in committee                      August 14, 2014</p> <p><i>Current Location</i>                      Assembly Appropriations Committee Suspense File                      Support Position Adopted                      6-25-14                      Support letter issued                      6-26-14</p>

Bill #	Author	Title	Subject	Description	Status
<u>SB 1077</u>	DeSautnier	Vehicles: Mileage Based Fee (MBF) Pilot Program Vehicle Miles Traveled Charges	Funding/Financing	This bill would require the Chair of the Commission, in consultation with the Secretary of Transportation, to create a Road Usage Charge (RUC) Technical Advisory Committee (TAC) MBF Task Force within the Commission to study RUC MBF alternatives to the gas tax and to make recommendations to the Secretary of Transportation Commission on the design of a pilot program. This bill would require the Transportation Agency, the Commission to approve the design of a pilot program by January 1, 2016 based on the recommendations of the RUC TAC, to implement a pilot program by January 1, 2017. The bill would also require the Transportation Agency to prepare and submit to the legislature, the RUC TAC, and the Commission, by January 4 June 30, 2018, a report of its findings. This bill would require the Commission to include its recommendations regarding the pilot program in its annual report to the legislature. This bill includes a sunset date of January 1, 2019 unless modified by a later statute.	<i>Last Action</i> Signed by Governor chaptered September 29, 2014 <i>Current Location</i> Chapter 835 Support Position Adopted 6-25-14 Support letter issued 6-26-14
<u>SB 1079</u>	Vidak	California Global Warming Solutions Act of 2006: Market Based Compliance Mechanisms Exemption	Funding/Financing	This bill would delay implementation of market-based compliance mechanisms for carbon-based transportation fuels from January 1, 2015 to December 31, 2020 with an urgency statute.	<i>Last Action</i> In Senate, read second time and amended, referred to Rules Committee August 12, 2014 <i>Current Location</i> Senate Rules Committee
<u>SB 1151</u>	Cannella	Vehicles: School Zone Fines	Funding/Financing	This bill would amend the Vehicle Code to require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program.	<i>Last Action</i> Vetoed by Governor September 19, 2014 <i>Current Location</i> Vetoed
<u>SB 1183</u>	DeSautnier	Vehicle Registration Fee: Surcharge for Bicycle Infrastructure	Funding/Financing	This bill would require a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes, subject to a two-thirds voter approval in the jurisdiction in which it is imposed, and the surcharge shall terminate on January 1, 2025. The bill would provide for the DMV to administer the surcharge and to transmit the net revenues from the surcharge to the local agency to be used exclusively for improvements to new and existing paved and natural surface trails and bikeways and associated maintenance. The bill would limit the amount of net revenues that may be used by the local agency for administrative expenses to implement these provisions to 5%. This bill would require that any local agency that imposes a surcharge shall provide an annual fiscal year end report to the Legislature.	<i>Last Action</i> Signed by Governor, chaptered September 20, 2014 <i>Current Location</i> Chapter 516

Bill #	Author	Title	Subject	Description	Status
<u>SB 1228</u>	Hueso	Trade Corridors Improvement Fund	Funding/Financing	This bill would continue the TCIF program to receive revenues other than Prop 1B, such as Cap and Trade funding from the Greenhouse Gas Reduction Fund (GGRF). These additional moneys would be available upon appropriation by the legislature for the Commission to allocate to infrastructure improvement projects, as determined by the Commission, along corridors that have a high volume of freight movement, and that benefit the state's land ports of entry, seaports, and airports. This bill would also require projects funded through this program to be consistent with the TCIF guidelines adopted by the Commission in 2007 and would require the Commission to also consult the CA Freight Mobility Plan and the ARB Sustainable Freight Strategy in determining projects eligible for funding. <i>Projects funded shall be subject to all requirements of existing law pertaining to the GGRF, shall further the regulatory purposes of AB 32, shall be consistent with ARB Guidance and the DOF Cap and Trade Expenditure Plan.</i>	<i>Last Action</i> Signed by Governor, chaptered September 29, 2014 <i>Current Location</i> Chapter 787 Support Position Adopted 5-21-14 Support letter issued 5-23-14
<u>SB 1298</u>	Hernandez	High Occupancy Toll Lanes	Managed Lanes	Specific to the LA Region: This bill would 1.) with the consent of the department, allow LACMTA to extend the HOT lane demonstration program on Routes 10 and 110 in Los Angeles County, indefinitely 2.) allow LAMTA to change the vehicle occupancy requirement for access to the high-occupancy vehicle lanes in the identified corridors and 3.) specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program and clear and concise procedures for law enforcement. 4.) require reimbursement of state agencies from toll revenue for the cost incurred in implementation of the program and the maintenance of SHS facilities in connection with the program and would authorize remaining revenue to be used for improvements to the corridor from which the revenue was generated and 5.) require LACMTA and the Department to report to the Legislature by January 31, 2015 on the demonstration program 6.) The bill would also authorize LACMTA to issue bonds pursuant to the Los Angeles County Transportation Commission Revenue Bond Act at any time to finance any costs necessary to implement the program and to finance any expenditures payable from the revenues generated from the program.	<i>Last Action</i> Signed by Governor, chaptered September 21, 2014 <i>Current Location</i> Chapter 331 Support Position Adopted 6-25-14 Support letter issued 6-26-14
<u>SB 1312</u>	Steinberg	Transportation Commission Annual Report	Direct Impact to the Commission	Deletes the provision relating to the loan and transfer summary and discussion that was to be included in the Commission's annual report from 2001-2008.	<i>Last Action</i> Signed by Governor, chaptered September 16, 2014 <i>Current Location</i> Chapter No. 374

Bill #	Author	Title	Subject	Description	Status
<u>SB 1337</u>	DeSaulnier	Public Records and Reports	Direct Impact to the Commission	This bill would require a state agency to provide a public record within a specified time period and require a written report to the Legislature or a Legislative member to include a signed statement declaring that the factual contents of the report are true, accurate, and complete to the best of his/her knowledge.	<i>Last Action</i> In Assembly, referred to committee June 5, 2014 <i>Current Location</i> Assembly Accountability & Administrative Review Committee
<u>SB 1368</u>	Wolk	State Highways: Relinquishment	Direct Impact to the Commission	This bill would amend Section 73.01 by authorizing the Commission to relinquish a park-and-ride lot to a <i>transit district</i> or a joint powers authority formed for purposes of providing transportation services.	<i>Last Action</i> Signed by Governor, Chaptered September 9, 2014 <i>Current Location</i> Chapter No. 315
<u>SB 1433</u>	Hill	Local Agency Public Construction Act	Project Delivery	This bill would amend the Public Contract Code relating to transit contracts to include in the definition of "transit operator" any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would provide that these provisions apply to project solicitations that commenced prior to January 1, 2015, and would extend the repeal date to January 1, 2017. This bill would, for project solicitations that commence on or after January 1, 2015, establish conditions for a "transit operator," as defined, to select a design-build entity for a design-build project, and would repeal these provisions on January 1, 2024.	<i>Last Action</i> Signed by Governor, chaptered September 30, 2014 <i>Current Location</i> Chapter 929
<u>SCA 4</u>	Liu <i>Senate Co-Author:</i> Pavley <i>Assembly Co-Author:</i> Bonilla	Local Government Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure 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 requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its findings to the governing board and public.	<i>Last Action</i> In Senate, read second time and amended, referred to Senate Rules Committee August 28, 2013 <i>Current Location</i> Senate Second Reading File <i>Commission Adopted Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13

Bill #	Author	Title	Subject	Description	Status
<b>SCA 6</b>	DeSaulnier	Initiative Measures: Funding Source	Funding/Financing	This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.	<i>Last Action</i> In Senate, read second time, to third reading May 24, 2013 <i>Current Location</i> Senate Third Reading File
<b>SCA 8</b>	Corbett <i>Assembly Co-Author:</i> Hreckowski	Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, <i>if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	<i>Last Action</i> From Senate Transportation and Housing Committee, adopted and re-referred to Senate Rules Committee August 27, 2013 <i>Current Location</i> Senate Rules Committee <i>Commission Adopted</i> <i>Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13
<b>SJR 24</b>	DeSaulnier	Federal Highway Trust Fund	Funding/Financing	Urges the President and the Congress of the United States to stabilize the Federal Highway Trust Fund by developing a long-term plan to promote adequate federal Highway Trust fund revenues	<i>Last Action</i> Chapered by Secretary of State June 16, 2014 <i>Current Location</i> Chapter No.66 <i>Commission Adopted</i> <i>Position</i> Support position adopted 5-21-14 Support letter issued 5-23-14
<b>HR 4745</b>	Latham	Appropriations for the Departments of Transportation, and Housing and Urban Development	Funding/Financing	The bill would make appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014.	<i>Last Action</i> In Senate, read second time, placed on legislative calendar under General Orders June 12, 2014 <i>Current Location</i> Senate

Bill #	Author	Title	Subject	Description	Status
<u>HR 5021</u>	Camp	Highway and Transportation Funding Act of 2014	Funding/Financing	This bill creates the Highway and Transportation Funding Act of 2014; provides an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, through May 31, 2015.	<p><i>Last Action</i> Signed by the President August 8, 2014</p> <p><i>Current Location</i> Enacted</p>
<u>HR 5101</u>	Hahn	National Freight Network Trust Fund	Funding/Financing	This bill would establish a National Freight Network Trust Fund to improve the performance of the national freight network. This legislation would create a dedicated funding source by directing 5% of all import duties collected by Customs and Border Protection to the trust fund.	<p><i>Last Action</i> Introduced, referred to Committee July 14, 2014</p> <p><i>Current Location</i> House Committees on Transportation and Infrastructure and Ways and Means</p>