



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**LEGISLATIVE HISTORY**  
**2015-16 Legislative Session**  
**Friday, June 05, 2015**

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Bill Number	Current Text	Status	Summary	MTC Position
<a href="#">AB 2</a> <a href="#">Alejo</a>	Amended 3/26/2015	Senate Gov. & F.	<b>Community revitalization authority.</b> Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. 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.	
<a href="#">AB 4</a> <a href="#">Linder</a>	Introduced 12/1/2014	Assembly 2 year	<b>Vehicle weight fees: transportation bond debt service.</b> Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Support & Seek Amendment
<a href="#">AB 6</a> <a href="#">Wilk</a>	Introduced 12/1/2014	Assembly Transportation	<b>Bonds: transportation: school facilities.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	
<a href="#">AB 8</a> <a href="#">Gatto</a>	Introduced 12/1/2014	Senate Rules	<b>Emergency services: hit-and-run incidents.</b> Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would 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.	

<a href="#">AB 21</a> <a href="#">Perea</a>	Amended 5/5/2015	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: scoping plan.</b> 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.	
<a href="#">AB 23</a> <a href="#">Patterson</a>	Introduced 12/1/2014	Assembly Natural Resources	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	
<a href="#">AB 24</a> <a href="#">Nazarian</a>	Amended 4/22/2015	Assembly 2 year	<b>Transportation network companies: public safety requirements.</b> Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.	
<a href="#">AB 28</a> <a href="#">Chu</a>	Amended 4/22/2015	Senate Transportation and Housing	<b>Bicycle safety: rear lights.</b> Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red reflector, a solid red light, or a flashing red light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.	
<a href="#">AB 33</a> <a href="#">Quirk</a>	Amended 6/1/2015	Senate Rules	<b>California Global Warming Solutions Act of 2006: Energy Integration Advisory Council.</b> Would establish the Energy Integration Advisory Council in state government and would require the council to develop recommendations for inclusion in the scoping plan prepared by the State Air Resources Board, including, among others, an analysis of the various strategies necessary for the energy grid to integrate specified annual procurement targets as part of the California Renewables Portfolio Standard Program.	
<a href="#">AB 35</a> <a href="#">Chiu</a>	Amended 5/20/2015	Senate Rules	<b>Income taxes: credits: low-income housing: allocation increase.</b> Would, for calendar years beginning 2016, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria. This bill contains other related provisions.	Support
<a href="#">AB 40</a> <a href="#">Ting</a>	Amended 4/15/2015	Senate Rules	<b>Toll bridges: pedestrians and bicycles.</b> Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and 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.	

<a href="#">AB 61</a> <a href="#">Allen, Travis</a>	Amended 4/20/2015	Assembly 2 year	<b>Shuttle services: loading and unloading of passengers.</b> Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curbside spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.	
<a href="#">AB 62</a> <a href="#">Allen, Travis</a>	Introduced 12/12/2014	Assembly 2 year	<b>Charter-party carriers of passengers.</b> The Passenger Charter-Party Carriers' Act provides for the regulation by the Public Utilities Commission of motor carriers operating as charter-party carriers of passengers. Current law generally requires charges for the transportation to be offered or afforded by a charter-party carrier of passengers to be computed and assessed on a vehicle mileage or time-of-use basis, rather than on an individual-fare basis, subject to certain exceptions. This bill would make nonsubstantive changes to these provisions.	
<a href="#">AB 102</a> <a href="#">Rodriguez</a>	Amended 3/26/2015	Assembly 2 year	<b>Railroad and surface transportation safety and emergency planning and response: hazardous materials.</b> Would create the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Force in the Office of Emergency Services, consisting of specified representatives, and would designate this force as being responsible for providing regional and onsite response capabilities in the event of a release of hazardous materials from a rail car or a railroad accident involving a rail car or a hazardous materials release from a truck accident. This bill contains other related provisions and other existing laws.	
<a href="#">AB 103</a> <a href="#">Weber</a>	Amended 5/27/2015	Assembly Budget	<b>Budget Act of 2015.</b> This bill would make appropriations for support of state government for the 2015-16 fiscal year. This bill contains other related provisions.	
<a href="#">AB 156</a> <a href="#">Perea</a>	Amended 6/1/2015	Senate Rules	<b>California Global Warming Solutions Act of 2006: disadvantaged communities.</b> Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.	Oppose
<a href="#">AB 157</a> <a href="#">Levine</a>	Introduced 1/20/2015	Senate Transportation and Housing	<b>Richmond-San Rafael Bridge.</b> Would, if the Metropolitan Transportation Commission and the Department of Transportation develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level, require the lead agency to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act. This bill contains other related provisions.	Support & Seek Amendment
<a href="#">AB 194</a> <a href="#">Frazier</a>	Amended 6/1/2015	Senate Rules	<b>High-occupancy toll lanes.</b> 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	Support

<a href="#">AB 198</a> <a href="#">Frazier</a>	Amended 6/2/2015	Senate Transportation and Housing	<b>Vehicles: tow truck assistance.</b> Would authorize a driver of a tow truck who is either operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway or summoned by the owner or operator of a vehicle involved in a collision or that is otherwise disabled on the roadway to utilize the center median or right shoulder of a roadway in the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or rendering of assistance to a disabled vehicle obstructing a roadway if specified conditions are met.	
<a href="#">AB 208</a> <a href="#">Bigelow</a>	Amended 4/21/2015	Senate Transportation and Housing	<b>Vehicles: highway: lane use.</b> Current law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make a technical, nonsubstantive change to that provision.	
<a href="#">AB 210</a> <a href="#">Gatto</a>	Introduced 2/2/2015	Senate Rules	<b>High-occupancy vehicle lanes: County of Los Angeles.</b> Would prohibit, commencing July 1, 2016, any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements.	
<a href="#">AB 212</a> <a href="#">Achadjian</a>	Introduced 2/2/2015	Assembly 2 year	<b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	
<a href="#">AB 227</a> <a href="#">Alejo</a>	Amended 4/15/2015	Assembly 2 year	<b>Transportation funding.</b> Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Support
<a href="#">AB 235</a> <a href="#">Frazier</a>	Introduced 2/5/2015	Senate Rules	<b>Driver's licenses: provisional licenses.</b> The Brady-Jared Teen Driver Safety Act of 1997, provides for the issuance of a driver's license to an applicant who is at least 16 years of age but under 18 years of age pursuant to the provisional licensing program. Under current law, a person licensed under this program is prohibited, during the first 12 months after issuance of a provisional license, from driving during the hours of 11 p.m. and 5 a.m. or from transporting passengers who are under 20 years of age, subject to specified exceptions. This bill would prohibit a person with a provisional license, from engaging in those prohibited activities until the provisional period ends when the person reaches 18 years of age.	
<a href="#">AB 239</a> <a href="#">Gallagher</a>	Introduced 2/5/2015	Assembly 2 year	<b>Greenhouse gases: regulations.</b> Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	

<a href="#">AB 313</a> <a href="#">Atkins</a>	Introduced 2/12/2015	Senate Governance and Finance	<b>Enhanced infrastructure financing districts.</b> Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.
<a href="#">AB 323</a> <a href="#">Olsen</a>	Amended 4/6/2015	Senate Environmental Quality	<b>California Environmental Quality Act: exemption: roadway improvement.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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.
<a href="#">AB 327</a> <a href="#">Gordon</a>	Amended 4/30/2015	Senate Labor and Industrial Relations	<b>Public works: volunteers.</b> All workers employed on public works projects are required to be paid not less than the general prevailing rate of per diem wages for work, except as specified. Current law governing public works does not apply to specified work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a community conservation corps. These provisions are effective only until January 1, 2017, and as of that date are repealed. This bill would extend those provisions until January 1, 2024, at which date those provisions would be repealed. The bill would also delete an obsolete provision. This bill contains other existing laws.
<a href="#">AB 338</a> <a href="#">Hernández,</a> <a href="#">Roger</a>	Amended 4/13/2015	Senate Transportation and Housing	<b>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</b> Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.
<a href="#">AB 368</a> <a href="#">Steinorth</a>	Introduced 2/17/2015	Assembly 2 year	<b>Community redevelopment.</b> Current law relating to redevelopment agencies provides for specified payments with respect to development project areas. This bill would make nonsubstantive changes to those provisions.
<a href="#">AB 369</a> <a href="#">Steinorth</a>	Introduced 2/17/2015	Assembly 2 year	<b>Local government.</b> The Planning and Zoning Law establishes in each city and county a planning agency with the powers necessary to carry out the purposes of that law. Current law sets forth the Legislature's findings and declarations regarding the availability of affordable housing throughout the state. This bill would make nonsubstantive changes to those findings and declarations.
<a href="#">AB 378</a> <a href="#">Mullin</a>	Introduced 2/18/2015	Assembly 2 year	<b>State Highway 101 corridor.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.

<a href="#">AB 400</a> <a href="#">Alejo</a>	Amended 3/26/2015	Senate Transportation and Housing	<b>Department of Transportation: changeable message signs.</b> Current law provides that the Department of Transportation has full possession and control of all state highways. Current law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Current law also authorizes the department to install and maintain information signs along state highways. This bill would require the department, by June 30, 2016, to update its internal policies to allow displays of safety, transportation-related, and voting-relating messages on changeable message signs, as defined.	
<a href="#">AB 422</a> <a href="#">McCarty</a>	Amended 4/20/2015	Senate Transportation and Housing	<b>Sacramento Regional Transit District: line of credit.</b> Would authorize the Sacramento Regional Transit District to seek and receive a short-term revolving line of credit for operating purposes in anticipation of receipt of operating grants, with the extension of credit to the district evidenced by a note, in addition to and as an alternative to temporary borrowing, as specified. The bill would authorize the district to pledge anticipated grants and other available funds as security for repayment of the note and would prescribe other terms.	
<a href="#">AB 448</a> <a href="#">Brown</a>	Introduced 2/23/2015	Senate Rules	<b>Local government finance: property tax revenue allocations: vehicle license fee adjustments.</b> Current property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. This bill would modify these reduction and transfer provisions, for the 2015-16 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	
<a href="#">AB 450</a> <a href="#">McCarty</a>	Introduced 2/23/2015	Senate Environmental Quality	<b>Greenhouse gas: energy efficiency: financing.</b> Would authorize the use of the moneys in the Greenhouse Gas Reduction Fund to provide funding for the implementation of the PACE Reserve program. This bill contains other existing laws.	
<a href="#">AB 457</a> <a href="#">Melendez</a>	Amended 3/26/2015	Assembly 2 year	<b>High-occupancy toll lanes.</b> Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	
<a href="#">AB 464</a> <a href="#">Mullin</a>	Amended 4/6/2015	Senate Gov. & F.	<b>Transactions and use taxes: maximum combined rate.</b> Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Support
<a href="#">AB 472</a> <a href="#">Harper</a>	Introduced 2/23/2015	Assembly 2 year	<b>Public works: prevailing wage: volunteers.</b> Current law generally requires the payment of not less than the prevailing rate of per diem wages for work of a similar character in the locality in which the public work, as defined, is performed by workers employed on public works projects, except for public works projects of \$1,000 or less, or except for any work performed, on or after January 1, 2002, and until January 1, 2017, by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a Community Conservation Corps. This bill would make a nonsubstantive, technical change by deleting an obsolete provision.	

<a href="#">AB 498</a> <a href="#">Levine</a>	Amended 5/22/2015	Senate Rules	<b>Wildlife conservation: wildlife corridors.</b> Would declare that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means, as applicable. This bill contains other related provisions and other existing laws.	
<a href="#">AB 516</a> <a href="#">Mullin</a>	Amended 6/1/2015	Senate Rules	<b>Vehicles: temporary license plates.</b> Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Support
<a href="#">AB 518</a> <a href="#">Frazier</a>	Introduced 2/23/2015	Assembly 2 year	<b>Department of Transportation.</b> Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	
<a href="#">AB 528</a> <a href="#">Baker</a>	Introduced 2/23/2015	Assembly 2 year	<b>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</b> Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	
<a href="#">AB 529</a> <a href="#">Jones-Sawyer</a>	Introduced 2/23/2015	Assembly 2 year	<b>Armed prohibited persons: vehicle registration and driver's license prohibitions.</b> Current law requires the Attorney General to establish and maintain an online database, the Prohibited Armed Persons File, to cross-reference persons who have ownership or possession of a firearm on or after January 1, 1996, and who, subsequent to the date of that ownership or possession, fall within a class of persons who are prohibited from owning or possessing a firearm. This bill would require the Department of Justice to allow the Department of Motor Vehicles to access the database in connection with the registration of vehicles and the issuance and renewal of driver's licenses. This bill contains other related provisions and other existing laws.	
<a href="#">AB 604</a> <a href="#">Olsen</a>	Amended 4/20/2015	Senate Transportation and Housing	<b>Electrically motorized skateboards.</b> Current law regulates the operation of bicycles, motorized scooters, and electric personal assistive mobility devices, as defined. This bill would define the term "electrically motorized skateboard." This bill contains other related provisions and other current laws.	
<a href="#">AB 620</a> <a href="#">Hernández,</a> <a href="#">Roger</a>	Introduced 2/24/2015	Assembly 2 year	<b>High-occupancy toll lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to 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.	

<a href="#">AB 692</a> <a href="#">Quirk</a>	Amended 6/2/2015	Senate Rules	<b>Low-carbon transportation fuels.</b> The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt a statewide greenhouse gas emissions limit to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels of 1990. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill, commencing January 1, 2017, would require at least 3% of the aggregate amount of transportation fuel purchased by state agencies that are buyers of transportation fuel to be procured from very low carbon transportation fuel sources. The bill would require the percentage to be increased by 1% each year thereafter until January 1, 2024.	
<a href="#">AB 720</a> <a href="#">Cooley</a>	Introduced 2/25/2015	Assembly 2 year	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms.</b> Would require the State Air Resources Board, for any market-based compliance mechanism that the state board might adopt, to allow participating entities to freely sell or transfer greenhouse gas emissions allowances held in a holding account, as defined, or compliance account, as defined, except for allowances that have been expressly retired to meet a compliance obligation, as defined. This bill contains other related provisions.	
<a href="#">AB 742</a> <a href="#">Gallagher</a>	Introduced 2/25/2015	Assembly 2 year	<b>Heavy-duty diesel-fueled vehicles: safety review: filters.</b> Would prohibit the State Air Resources Board from enforcing a certain regulation that restricts emissions from in-use, diesel-fueled vehicles until the state board completes a review of the safety of any particulate-matter filters required to be installed on affected vehicles.	
<a href="#">AB 744</a> <a href="#">Chau</a>	Amended 6/2/2015	Senate Rules	<b>Planning and zoning: density bonuses.</b> Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets these criteria in excess of specified ratios. This prohibition applies only at the request of the developer and specifies that the developer may request additional parking incentives or concessions. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- and very low income units, as specified, and is located within one-half mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	
<a href="#">AB 779</a> <a href="#">Garcia, Cristina</a>	Amended 6/1/2015	Senate Rules	<b>Environmental quality: transit priority areas.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize the Office of Planning and Research to determine that transportation impacts for residential and mixed-use projects in transit priority areas do not meet the threshold of significance.	
<a href="#">AB 828</a> <a href="#">Low</a>	Amended 4/20/2015	Senate Transportation and Housing	<b>Vehicles: transportation network companies.</b> 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.	Support



<a href="#">AB 857</a> <a href="#">Perea</a>	Amended 5/5/2015	Senate Rules	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism 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.	
<a href="#">AB 869</a> <a href="#">Cooper</a>	Amended 4/13/2015	Senate Transportation and Housing	<b>Public transportation agencies: fare evasion and prohibited conduct.</b> Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	
<a href="#">AB 875</a> <a href="#">Harper</a>	Introduced 2/26/2015	Assembly 2 year	<b>Low-speed electric bicycles.</b> Current law defines a motorized bicycle in one case as a device that has fully operative pedals for propulsion by human power and has an electric motor that meets specified requirements, including that it has a power output of not more than 1,000 watts, is incapable of propelling the device at a speed of more than 20 miles per hour on ground level, and is incapable of further increasing the speed of the device when human power is used to propel the motorized bicycle faster than 20 miles per hour. This bill would redefine this type of "motorized bicycle" by, among other things, renaming it a "low-speed electric bicycle," stating that it can have either 2 or 3 wheels, lowering the maximum power output to 750 watts, and requiring that it weigh no more than 80 pounds.	
<a href="#">AB 877</a> <a href="#">Chu</a>	Amended 3/26/2015	Assembly 2 year	<b>Transportation.</b> Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	
<a href="#">AB 902</a> <a href="#">Bloom</a>	Amended 3/26/2015	Senate Transportation and Housing	<b>Traffic violations: diversion programs.</b> Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above. This bill would make other technical, nonsubstantive changes.	

<a href="#">AB 906</a> <a href="#">Cooper</a>	Introduced 2/26/2015	Senate Rules	<b>Sacramento Regional Transit District.</b> Current law provides for appointment of directors by member entities, and also provides that a city or county that is not annexed to the district may appoint at least one director as a participating entity if it enters into an agreement with the district that provides, among other things, for payment of the participating entity's proportionate share of the district's cost to provide rail or other districtwide transit services. This bill would delete the reference to the specified agreement, and instead provide that the City of Elk Grove's proportionate share shall be deemed fully satisfied through the district's receipt from the Sacramento Transportation Authority of specified transportation-related transaction and use tax revenues.
<a href="#">AB 914</a> <a href="#">Brown</a>	Amended 4/29/2015	Senate Rules	<b>Toll facilities: County of San Bernardino.</b> Would authorize the San Bernardino County Transportation Commission to conduct, administer, and operate a value-pricing program that 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.
<a href="#">AB 1030</a> <a href="#">Ridley-Thomas</a>	Amended 5/5/2015	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would , for projects involving hiring, require priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.
<a href="#">AB 1032</a> <a href="#">Salas</a>	Introduced 2/26/2015	Senate Rules	<b>Diesel Fuel Tax Law: reimbursements.</b> The Diesel Fuel Tax Law provides for a reimbursement of the amount of that tax to persons who have used that tax-paid fuel in specified nontaxable uses, which is allowed through a claim for refund. This bill would allow a claim for refund for amounts of tax paid on the biodiesel fuel portion of dyed blended biodiesel fuel removed from an approved terminal at the terminal rack, as provided, to the extent a supplier can show that the tax on that biodiesel fuel has been paid by the same supplier.
<a href="#">AB 1033</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a>	Introduced 2/26/2015	Assembly 2 year	<b>Infrastructure financing.</b> 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.
<a href="#">AB 1096</a> <a href="#">Chiu</a>	Amended 4/29/2015	Senate Transportation and Housing	<b>Vehicles: electric bicycles.</b> Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. This bill contains other related provisions and other existing laws.

<a href="#">AB 1098</a> <a href="#">Bloom</a>	Amended 3/26/2015	Assembly 2 year	<b>Transportation: congestion management.</b> Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.
<a href="#">AB 1115</a> <a href="#">Salas</a>	Amended 3/26/2015	Assembly 2 year	<b>State highways: litter cleanup and abatement.</b> Current law requires the Department of Transportation to maintain the state highways and, within its maintenance programs relating to litter cleanup and abatement, to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. Existing law authorizes the department to use litter traps in drains and any other effective technology in carrying out these responsibilities. This bill would instead require the department to use litter traps in drains and any other effective technology in carrying out these responsibilities.
<a href="#">AB 1132</a> <a href="#">Ting</a>	Amended 5/4/2015	Assembly 2 year	<b>Distributed generation: report: green workforce training programs.</b> Current law requires the Public Utilities Commission, on or before January 1, 2010, and biennially thereafter, in consultation with the Independent System Operator and the State Energy Resources Conservation and Development Commission, to study, and submit a report to the Legislature and the Governor on, the impacts of distributed energy generation on the state's distribution and transmission grid. This bill would instead require the report to be submitted annually to the Legislature.
<a href="#">AB 1138</a> <a href="#">Patterson</a>	Introduced 2/27/2015	Assembly 2 year	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.
<a href="#">AB 1160</a> <a href="#">Harper</a>	Amended 4/14/2015	Assembly 2 year	<b>Vehicles: automated traffic enforcement systems.</b> Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.
<a href="#">AB 1164</a> <a href="#">Gatto</a>	Amended 4/21/2015	Senate Rules	<b>State highways: evaluation and rating.</b> Would require the Department of Transportation, in consultation with specified entities, to conduct an annual evaluation and rating of the overall quality of the state highway system and the resources needed to provide a system in good repair, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.

<a href="#">AB 1171</a> <a href="#">Linder</a>	Amended 4/21/2015	Senate Transportation and Housing	<b>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</b> Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if 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.	
<a href="#">AB 1176</a> <a href="#">Perea</a>	Amended 6/1/2015	Senate Rules	<b>Vehicular air pollution.</b> Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified.	Oppose
<a href="#">AB 1222</a> <a href="#">Bloom</a>	Amended 4/29/2015	Senate Transportation and Housing	<b>Tow trucks.</b> Current law makes it a misdemeanor for the owner or operator of a tow truck to stop at the scene of an accident or near a disabled vehicle for the purpose of soliciting an engagement for towing services, either directly or indirectly, or to furnish any towing services, unless summoned to the scene, requested to stop, or flagged down by the owner or operator of a disabled vehicle, or requested to perform the service by a law enforcement officer or public agency pursuant to that agency's procedures. This bill would, subject to exceptions, apply those provisions to a towing company.	
<a href="#">AB 1251</a> <a href="#">Gomez</a>	Amended 4/14/2015	Senate Rules	<b>Greenway Development and Sustainment Act.</b> Would enact the Greenway Development and Sustainment Act and would authorize specified tax-exempt nonprofit organizations to acquire and hold a conservation easement if the organizations have as their primary purpose the development of a greenway, as defined. The bill would also include greenways in the definition of "open-space land" for local planning purposes. The bill would make findings with regard to the development of a greenway along the Los Angeles River and its tributaries and would declare that, by developing a greenway, a city, county, or city and county, may apply for funds from various sources.	
<a href="#">AB 1265</a> <a href="#">Perea</a>	Amended 4/29/2015	Assembly 2 year	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Support
<a href="#">AB 1284</a> <a href="#">Baker</a>	Amended 4/8/2015	Senate Transportation and Housing	<b>Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	

<a href="#">AB 1287</a> <a href="#">Chiu</a>	Amended 4/29/2015	Senate Rules	<b>Vehicles: parking and moving violations: cameras.</b> Would authorize San Francisco to install forward-facing cameras to record parking violations and exclusive or preferential transit-only lane and intersection obstruction violations. The bill would require an exclusive or preferential transit-only lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1288</a> <a href="#">Atkins</a>	Introduced 2/27/2015	Senate Rules	<b>California Global Warming Solutions Act of 2006: regulations.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified. This bill would no longer limit the applicability of a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases from January 1, 2012, to December 31, 2020.	
<a href="#">AB 1290</a> <a href="#">Dahle</a>	Amended 5/18/2015	Senate Gov. & F.	<b>Health care districts: public contracts: design-build.</b> The Local Agency Public Construction Act establishes bidding procedures for the award of construction contracts by local agencies. The act authorizes counties, with the approval of the board of supervisors, to use a design-build procedure for building contracts in excess of \$1,000,000. This bill would authorize the Mayers Memorial Hospital District to use this design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at Mayers Memorial Hospital.	
<a href="#">AB 1324</a> <a href="#">Williams</a>	Amended 3/26/2015	Assembly 2 year	<b>California Global Warming Solutions Act of 2006.</b> The California Global Warming Solutions Act of 2006 makes various findings and declarations. The act defines various terms, including "statewide greenhouse gas emissions limit," for purposes of the act. This bill would make changes to those findings and declarations. The bill would revise the definition of "statewide greenhouse gas emissions limit."	
<a href="#">AB 1335</a> <a href="#">Atkins</a>	Amended 6/3/2015	Assembly Third Reading	<b>Building Homes and Jobs Act.</b> Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. This bill contains other related provisions and other existing laws.	Support
<a href="#">AB 1336</a> <a href="#">Salas</a>	Amended 3/26/2015	Assembly 2 year	<b>California Global Warming Solutions Act of 2006: disadvantaged communities.</b> Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires a minimum of 25% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities. This bill instead would require a minimum of 40% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities.	Oppose
<a href="#">AB 1342</a> <a href="#">Steinorth</a>	Amended 6/1/2015	Senate Rules	<b>Disability access.</b> Would require applicants for CASp certification or renewal to additionally provide to the State Architect information about the city, county, or city and county in which the applicant intends to provide or has provided services, and would require the State Architect to post that information on his or her Internet Web site. This bill contains other related provisions and other existing laws.	

<a href="#">AB 1360</a> <a href="#">Ting</a>	Amended 5/13/2015	Senate Transportation and Housing	<b>Charter-party carriers of passengers: individual fare exemption.</b> 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.	Support
<a href="#">AB 1364</a> <a href="#">Linder</a>	Introduced 2/27/2015	Assembly 2 year	<b>California Transportation Commission.</b> Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	
<a href="#">AB 1367</a> <a href="#">Williams</a>	Introduced 2/27/2015	Assembly 2 year	<b>California Global Warming Solutions Act of 2006.</b> The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. This bill would make nonsubstantive changes to the requirement that the state board adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the program.	
<a href="#">AB 1384</a> <a href="#">Baker</a>	Introduced 2/27/2015	Assembly 2 year	<b>Toll facilities: Metropolitan Transportation Commission</b> Current law authorizes the Bay Area Toll Authority to make direct contributions to the Metropolitan Transportation Commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	
<a href="#">AB 1398</a> <a href="#">Wilk</a>	Introduced 2/27/2015	Assembly 2 year	<b>Environmental quality: the Sustainable Environmental Protection Act.</b> Would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1459</a> <a href="#">Kim</a>	Amended 4/14/2015	Assembly 2 year	<b>Toll lanes: County of Orange.</b> Current law authorizes certain toll facilities on public highways. Current law creates the Orange County Transportation Authority with various powers and duties. This bill would prohibit the Department of Transportation from seeking or providing funding for a toll lane on a public highway within the boundaries of the County of Orange unless the project is approved by a 2/3 vote of the Orange County Transportation Authority. This bill contains other related provisions.	

<a href="#">AB 1482</a> <a href="#">Gordon</a>	Amended 5/5/2015	Senate Rules	<b>Climate adaptation.</b> Would require the Natural Resources Agency, in coordination with the Strategic Growth Council, to address the impacts of climate change and climate adaptation by reviewing and coordinating existing grants and programs to maximize specified objectives, including, among others, establishing policy, guidelines, and guidance at the state level to inform planning decisions and ensuring that state investments consider climate change impacts, as well as promote the use of natural systems, whenever feasible, when developing physical infrastructure to address adaptation.
<a href="#">AB 1486</a> <a href="#">Oberholte</a>	Introduced 2/27/2015	Assembly 2 year	<b>Vehicles: toll highways.</b> Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.
<a href="#">ACA 4</a> <a href="#">Frazier</a>	Introduced 2/27/2015	Assembly Revenue and Taxation	<b>Local government transportation projects: special taxes: voter approval.</b> 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.
<a href="#">ACR 1</a> <a href="#">Levine</a>	Amended 4/23/2015	Senate Transportation and Housing	<b>Robin Williams Tunnel.</b> This measure would designate the Waldo Tunnel on State Highway Route 101 between postmile 0.885 and postmile 1.074 in the County of Marin as the Robin Williams Tunnel. The measure would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.
<a href="#">SB 1</a> <a href="#">Gaines</a>	Introduced 12/1/2014	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.

<a href="#">SB 5</a> <a href="#">Vidak</a>	Introduced 12/1/2014	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	
<a href="#">SB 8</a> <a href="#">Hertzberg</a>	Amended 2/10/2015	Senate 2 year	<b>Taxation.</b> Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate , would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	
<a href="#">SB 9</a> <a href="#">Beall</a>	Amended 6/2/2015	Assembly Desk	<b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</b> 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, expanding and improving transit services to increase ridership, and improving transit safety.	
<a href="#">SB 16</a> <a href="#">Beall</a>	Amended 6/1/2015	Senate Third Reading	<b>Transportation funding.</b> Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would 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.	Support & Seek Amendment
<a href="#">SB 25</a> <a href="#">Roth</a>	Introduced 12/1/2014	Assembly Desk	<b>Local government finance: property tax revenue allocation: vehicle license fee adjustments.</b> Would modify specified reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2014-2015 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.	
<a href="#">SB 32</a> <a href="#">Pavley</a>	Amended 6/1/2015	Assembly Desk	<b>California Global Warming Solutions Act of 2006: emissions limit.</b> Would require the State Air Resources Board to approve statewide greenhouse gas emissions limits that are the equivalent to 40% below the 1990 level to be achieved by 2030 and 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt an interim greenhouse gas emissions level target to be achieved by 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. The bill would make conforming changes.	



<a href="#">SB 34</a> <a href="#">Hill</a>	Amended 4/22/2015	Assembly Transportation	<b>Automated license plate recognition systems: use of data.</b> Would impose specified requirements on an "ALPR operator" as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information. This bill contains other related provisions and other existing laws.	
<a href="#">SB 39</a> <a href="#">Pavley</a>	Amended 4/8/2015	Assembly Transportation	<b>Vehicles: high-occupancy vehicle lanes.</b> 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.	Oppose
<a href="#">SB 55</a> <a href="#">Knight</a>	Introduced 12/19/2014	Senate 2 year	<b>Department of Transportation: administration.</b> Current law authorizes the Department of Transportation to do any act, as specified, for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would make technical, nonsubstantive changes to these provisions.	
<a href="#">SB 59</a> <a href="#">Knight</a>	Introduced 12/19/2014	Senate 2 year	<b>Vehicles: high-occupancy vehicle lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	
<a href="#">SB 61</a> <a href="#">Hill</a>	Amended 4/7/2015	Assembly Desk	<b>Driving under the influence: ignition interlock device.</b> Current law requires the Department of Motor Vehicles to establish a pilot program from July 1, 2010, to January 1, 2016, inclusive, in the Counties of Alameda, Los Angeles, Sacramento, and Tulare that requires, as a condition of being issued a restricted driver's license, being reissued a driver's license, or having the privilege to operate a motor vehicle reinstated subsequent to a conviction for any violation of the offenses related to driving while under the influence, a person to install for a specified period of time an ignition interlock device on all vehicles he or she owns or operates. This bill would extend the operation of that pilot program until July 1, 2017.	
<a href="#">SB 64</a> <a href="#">Liu</a>	Amended 5/6/2015	Assembly Transportation	<b>California Transportation Plan.</b> 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.	
<a href="#">SB 69</a> <a href="#">Leno</a>	Amended 5/27/2015	Senate Budget and Fiscal Review	<b>Budget Act of 2015.</b> This bill would make appropriations for support of state government for the 2015-16 fiscal year. This bill contains other related provisions.	
<a href="#">SB 158</a> <a href="#">Huff</a>	Amended 3/26/2015	Senate 2 year	<b>Transportation projects: comprehensive development lease agreements.</b> Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	

<a href="#">SB 167</a> <a href="#">Gaines</a>	Introduced 2/5/2015	Senate 2 year	<b>California Global Warming Solutions Act of 2006.</b> The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.
<a href="#">SB 189</a> <a href="#">Hueso</a>	Amended 6/1/2015	Assembly Desk	<b>Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee.</b> Would create the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee in the California Environmental Protection Agency, 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.
<a href="#">SB 192</a> <a href="#">Liu</a>	Amended 4/30/2015	Senate 2 year	<b>Bicycles: helmets.</b> Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.
<a href="#">SB 194</a> <a href="#">Cannella</a>	Introduced 2/10/2015	Senate 2 year	<b>Vehicles: high-occupancy vehicle lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles on highways under their respective jurisdictions. This bill would make technical, nonsubstantive changes to that provision.
<a href="#">SB 207</a> <a href="#">Wieckowski</a>	Amended 3/24/2015	Assembly Natural Resources	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified. This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.
<a href="#">SB 231</a> <a href="#">Gaines</a>	Amended 6/2/2015	Assembly Desk	<b>Transportation programs.</b> Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would include water-borne transit as an eligible project that may be funded under these 2 programs. Because the bill would expand the allowable purposes for which the continuously appropriated funds allocated to the program may be expended, it would thereby make an appropriation.
<a href="#">SB 236</a> <a href="#">Beall</a>	Amended 4/29/2015	Assembly Transportation	<b>Public streets, highways, and public service easements.</b> Would authorize the legislative body of the City of San Jose to vacate a street, highway, or public service easement located between Casselino Drive and Mullinix Way in the City of San Jose that is impassable for vehicular travel, if the legislative body finds that the vacation will protect the public safety or serve the public interest and convenience. The bill would repeal these provisions as of January 1, 2018. This bill contains other related provisions.

<a href="#">SB 241</a> <a href="#">Bates</a>	Amended 4/21/2015	Assembly Transportation	<b>Neighborhood electric vehicles.</b> Current law, until January 1, 2017, authorizes the County of Orange to establish a neighborhood electric vehicle (NEV) transportation plan for the Ranch Plan Planned Community in that county. Under existing law, operation of a neighborhood electric vehicle in violation of certain provisions is an infraction. This bill would extend the operative period of these provisions until January 1, 2022. By extending the operative period of a crime, the bill would impose a state-mandated local program.	
<a href="#">SB 246</a> <a href="#">Wieckowski</a>	Amended 6/2/2015	Assembly Desk	<b>Climate change adaptation.</b> Would require the Natural Resources Agency , no later than January 1, 2019, to update the 2009 California Climate Adaptation Strategy, as specified. The bill also would require the Office of Planning and Research, no later than January 1, 2017, to update the Adaptation Planning Guide, as specified. The bill would establish an advisory council, as specified, to support those goals of the Office of Planning and Research.	
<a href="#">SB 254</a> <a href="#">Allen</a>	Amended 6/2/2015	Assembly Desk	<b>State highways: relinquishment.</b> Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	
<a href="#">SB 317</a> <a href="#">De León</a>	Amended 5/5/2015	Senate Third Reading	<b>The Safe Neighborhood Parks, Rivers, and Coastal Protection Bond Act of 2016.</b> Would enact the Safe Neighborhood Parks, Rivers, and Coastal Protection Bond Act of 2016, which, if adopted by the voters at the November 8, 2016, statewide general election, would authorize the issuance of bonds in the total amount of \$2,450,000,000 pursuant to the State General Obligation Bond Law to finance a safe neighborhood parks, rivers, and coastal protection program. This bill contains other related provisions.	
<a href="#">SB 321</a> <a href="#">Beall</a>	Amended 5/27/2015	Assembly Desk	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the excise tax rate on motor vehicle fuel in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year . This bill contains other related provisions and other existing laws.	Support
<a href="#">SB 344</a> <a href="#">Monning</a>	Amended 6/2/2015	Assembly Desk	<b>Commercial driver's license: education.</b> Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Support

<a href="#">SB 348</a> <a href="#">Galgiani</a>	Amended 4/6/2015	Assembly Natural Resources	<b>California Environmental Quality Act: exemption: railroad crossings.</b> CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities. This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county. This bill contains other related provisions and other existing laws.
<a href="#">SB 350</a> <a href="#">De León</a>	Introduced 2/24/2015	Assembly Desk	<b>Clean Energy and Pollution Reduction Act of 2015.</b> 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.
<a href="#">SB 367</a> <a href="#">Wolk</a>	Amended 6/2/2015	Assembly Desk	<b>Agricultural lands: greenhouse gases.</b> Would require the environmental farming program to provide low-interest loans, technical assistance, educational materials and outreach, or a combination of these things, instead of incentives, to farmers whose practices promote the well-being of ecosystems, air quality, and wildlife and their habitat, and reduce on-farm greenhouse gas emissions or increase carbon storage in agricultural soils and woody biomass, or both.
<a href="#">SB 372</a> <a href="#">Galgiani</a>	Amended 4/29/2015	Senate 2 year	<b>Department of Motor Vehicles: records: confidentiality.</b> Current law prohibits the disclosure of the home addresses of certain public employees and officials that appear in records of the Department of Motor Vehicles, except to a court, a law enforcement agency, an attorney in a civil or criminal action under certain circumstances, and certain other official entities. This bill would extend that prohibition, subject to those same exceptions, to the disclosure of the home addresses of an investigator employed by the Department of Insurance, code enforcement officers, as defined , and parking control officers, as specified .
<a href="#">SB 379</a> <a href="#">Jackson</a>	Amended 6/1/2015	Assembly Desk	<b>Land use: general plan: safety element.</b> The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term general plan that includes various elements, including, among others, a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic hazards, flooding, and wildland and urban fires. This bill would, upon the next revision of a local hazard mitigation plan on or after January 1, 2017, or, if the local jurisdiction has not adopted a local hazard mitigation plan beginning on or after January 1, 2022, require the safety element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county.

<a href="#">SB 389</a> <a href="#">Berryhill</a>	Amended 4/6/2015	Senate 2 year	<p><b>Environmental quality: the Sustainable Environmental Protection Act.</b> Would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws.</p>	
<a href="#">SB 397</a> <a href="#">Fuller</a>	Introduced 2/25/2015	Senate 2 year	<p><b>Off-highway vehicles.</b> The Off-Highway Motor Vehicle Recreation Act of 2003 provides for the acquisition, operation, and funding of state off-highway vehicular recreation areas and trails. This bill would state the intent of the Legislature to enact legislation relating to off-highway vehicles.</p>	
<a href="#">SB 398</a> <a href="#">Leyva</a>	Amended 6/2/2015	Assembly Desk	<p><b>Green Assistance Program.</b> Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection in concert with environmental justice programs, that, among other things, would provide technical assistance to small businesses, small nonprofits, and disadvantaged communities in applying for an allocation of moneys from the Greenhouse Gas Reduction Fund. The bill would declare that the secretary use existing resources for the program. This bill contains other existing laws.</p>	
<a href="#">SB 400</a> <a href="#">Lara</a>	Amended 6/1/2015	Assembly Desk	<p><b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the Greenhouse Gas Reduction Fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a cobenefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation.</p>	
<a href="#">SB 413</a> <a href="#">Wieckowski</a>	Amended 4/16/2015	Assembly Transportation	<p><b>Public transit: prohibited conduct.</b> Current law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor. This bill contains other related provisions and other existing laws.</p>	

<a href="#">SB 433</a> <a href="#">Berryhill</a>	Amended 5/7/2015	Assembly Revenue and Taxation	<b>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</b> Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year , instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.
<a href="#">SB 441</a> <a href="#">Leno</a>	Amended 4/6/2015	Assembly Desk	<b>San Francisco redevelopment: housing.</b> Would authorize the successor agency to the Redevelopment Agency of the City and County of San Francisco to issue bonds or incur other indebtedness to finance the construction of affordable housing and infrastructure required by specified enforceable obligations, subject to the approval of the oversight board. The bill would provide that bonds or other indebtedness authorized by its provisions would be considered indebtedness incurred by the dissolved redevelopment agency, would be listed on the Recognized Obligation Payment Schedule, and would be secured by a pledge of moneys deposited into the Redevelopment Property Tax Trust Fund.
<a href="#">SB 461</a> <a href="#">Hernandez</a>	Amended 4/6/2015	Assembly Desk	<b>State Highway Route 164: relinquishment.</b> Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law authorizes the commission to relinquish certain state highway segments to local agencies. This bill would authorize the commission to relinquish the portion of State Highway Route 164 from Gallatin Road near Pico Rivera to the southern city limits of South El Monte in the vicinity of Rush Street in the County of Los Angeles to that county, under specified conditions.
<a href="#">SB 471</a> <a href="#">Pavley</a>	Amended 6/2/2015	Assembly Desk	<b>Water, energy, and reduction of greenhouse gas emissions: planning.</b> Would include reduction of greenhouse gas emissions associated with water treatment among the investments that are eligible for funding from the Greenhouse Gas Reduction Fund. The bill would also make legislative findings and declarations, and a statement of legislative intent, with regard to the nexus between water and energy and water and reduction of greenhouse gas emissions.
<a href="#">SB 491</a> Committee on Transportation and Housing	Amended 4/22/2015	Assembly Transportation	<b>Transportation: omnibus bill.</b> Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.
<a href="#">SB 497</a> <a href="#">Vidak</a>	Amended 4/8/2015	Assembly Desk	<b>Pupil transportation: data.</b> Would, commencing with data for the 2014-15 fiscal year, and for each fiscal year thereafter, require the State Department of Education to request specified pupil transportation data from each school district, charter school, county office of education, joint powers authority, and regional occupational center or program that provides pupil transportation. The bill would require the department to post the data received on its Internet Web site, and would require the data to be separated between home-to-school transportation and special education transportation.

<a href="#">SB 508</a> <a href="#">Beall</a>	Amended 5/12/2015	Assembly Transportation	<b>Transportation funds: transit operators: pedestrian safety.</b> Would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index . The bill would also exempt startup costs for new transit services for up to 2 years.
<a href="#">SB 516</a> <a href="#">Fuller</a>	Amended 5/22/2015	Assembly Desk	<b>Transportation: motorist aid services.</b> Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.
<a href="#">SB 529</a> <a href="#">Pan</a>	Amended 4/14/2015	Senate Transportation and Housing	<b>Transportation funding: Downtown/Riverfront Streetcar Project.</b> Current law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.
<a href="#">SB 530</a> <a href="#">Pan</a>	Amended 4/22/2015	Assembly Transportation	<b>Pedicabs.</b> Would expand the definition of a pedicab to include a device that is primarily or exclusively pedal-powered, has a seating capacity of not more than 15 passengers, cannot travel in excess of 15 miles per hour, and is being used for transporting passengers for hire, as prescribed. The bill would impose specified requirements on these pedicabs defined by the bill, relating to, among other things, operator qualifications and training, safety equipment, and passenger alcohol consumption.
<a href="#">SB 541</a> <a href="#">Hill</a>	Amended 6/2/2015	Assembly Desk	<b>Public Utilities Commission: for-hire transportation carriers: enforcement.</b> The Household Goods Carriers Act and the Passenger Charter-party Carriers' Act contain statements of the purposes of those acts and the use of the public highways pursuant to those acts. This bill would specify activities to be undertaken by the Public Utilities Commission to achieve these purposes. The bill would require the commission to assess its capabilities to carry out the specified activities and to report to the Legislature no later than January 1, 2017, which report would be required to contain an analysis of current capabilities and deficiencies, and recommendations to overcome any deficiencies identified.
<a href="#">SB 564</a> <a href="#">Cannella</a>	Introduced 2/26/2015	Assembly Transportation	<b>Vehicles: school zone fines.</b> Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.

<a href="#">SB 578</a> <a href="#">Block</a>	Amended 4/13/2015	Senate Appropriations	<b>Income and corporation taxes: credit: electric vehicle charging stations.</b> The Personal Income Tax Law and the Bank and Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2016, would allow a credit in an amount equal to 30% of the cost of purchasing Level 2 or direct current fast charger electric vehicle charging stations to be used in the trade or business of the taxpayer, not to exceed \$30,000 per taxable year. This bill contains other related provisions.
<a href="#">SB 595</a> <a href="#">Cannella</a>	Introduced 2/27/2015	Senate 2 year	<b>Vehicles: prima facie speed limits: schools.</b> Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.
<a href="#">SB 632</a> <a href="#">Cannella</a>	Introduced 2/27/2015	Senate 2 year	<b>Vehicles: prima facie speed limits: schools.</b> Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.
<a href="#">SB 649</a> <a href="#">Roth</a>	Introduced 2/27/2015	Senate 2 year	<b>Vehicles: weight limits.</b> Current law generally prohibits the total gross weight in pounds imposed on the highway by a group of 2 or more consecutive axles of a vehicle from exceeding a specified weight, depending on the distance in feet between the extremes of a group of 2 or more consecutive axles, and the number of axles. This bill would make technical, nonsubstantive changes to those provisions.
<a href="#">SB 698</a> <a href="#">Cannella</a>	Introduced 2/27/2015	Senate 2 year	<b>Active Transportation Program: school zone safety projects.</b> Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.
<a href="#">SB 719</a> <a href="#">Hernandez</a>	Amended 4/21/2015	Assembly Transportation	<b>Department of Transportation: motor vehicle technologies testing.</b> Current law establishes rules of the road for the operation of a vehicle on state highways and roads. These rules require motor vehicles being driven outside of a business or residence district in a caravan or motorcade, whether or not towing other vehicles, to be operated so as to allow sufficient space and in no event less than 100 feet between each vehicle or combination of vehicles so as to enable any other vehicle to overtake or pass. This bill would authorize the Department of Transportation, in coordination with the Department of the California Highway Patrol, to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles and would exempt motor vehicles participating in this testing from the above-described rule.
<a href="#">SB 730</a> <a href="#">Wolk</a>	Introduced 2/27/2015	Assembly Transportation	<b>Railroads: movement of freight: trains or light engines: crew size.</b> Would prohibit, on and after February 1, 2016, a train or light engine used in connection with the movement of freight, as specified, from being operated unless it has a crew consisting of at least 2 individuals. The bill would authorize the Public Utilities Commission to assess civil penalties against any person who willfully violates this provision, as specified. This bill contains other related provisions and other existing laws.



<a href="#">SB 757</a> <a href="#">Wieckowski</a>	Introduced 2/27/2015	Senate 2 year	<b>Transportation.</b> Current law provides various funding sources for transportation services and capital improvement projects by local entities. This bill would state the intent of the Legislature to enact legislation to require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in Fremont at a location that can be served both by trains of the Bay Area Rapid Transit system and the Altamont Commuter Express, and to require the Santa Clara Valley Transportation Authority to explore expansion of light rail service to Levi's Stadium in Santa Clara.	
<a href="#">SB 760</a> <a href="#">Mendoza</a>	Amended 5/11/2015	Senate 2 year	<b>Distressed watershed: urban greening.</b> Proposition 1 makes available \$100,000,000 of the bond proceeds, upon appropriation by the Legislature, for projects to protect and enhance an urban creek and its tributaries that meets certain requirements. This bill would require a public agency receiving an appropriation from the \$100,000,000 to give priority to projects that are located in, or directly adjacent to, a disadvantaged community within a distressed watershed and that may also provide greenspace or other venues for physical activities.	Oppose
<a href="#">SB 767</a> <a href="#">De León</a>	Amended 6/1/2015	Assembly Desk	<b>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</b> Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.	
<a href="#">SB 773</a> <a href="#">Allen</a>	Amended 6/1/2015	Assembly Desk	<b>Vehicles: registration fraud: study.</b> Would request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including, quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Support
<a href="#">SB 782</a> <a href="#">Allen</a>	Introduced 2/27/2015	Senate 2 year	<b>State highways: relinquishment.</b> Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	
<a href="#">SCA 7</a> <a href="#">Huff</a>	Amended 5/28/2015	Senate Transportation and Housing	<b>Motor vehicle fees and taxes: restriction on expenditures.</b> Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.	

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

<a href="#">H.R. 127</a> Green	Transportation for Heroes Act	Introduced 1/6/2015	House Transportation & Infrastructure Committee	Requires that transit operators receiving FTA Urbanized Area 5307 funds provide a 50% discount fare to veterans during non-peak hours using a facility or equipment financed by the grant.	
<a href="#">H.R. 198</a> Sires	MOVE Freight Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Revises the definition of the national freight network to provide that it is a multimodal network including rail, seaports and inland waterways. Establishes a national infrastructure discretionary grant program to be implemented by the DOT Secretary.	
<a href="#">H.R. 199</a> Sires	Bicycle and Pedestrian Infrastructure Improvement Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Authorizes the DOT Secretary to establish a pilot program to make loans and loan guarantees to eligible entities to carry out bicycle and pedestrian infrastructure projects. Requires at least 25 percent of funds to support projects in low-income communities.	
<a href="#">H.R. 200</a> Sires	Commute Less Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Requires metropolitan planning organization (MPO) transportation plans to include, among other things, employer and transportation management organization outreach activities and strategies to help create and expand employer-based commuter programs.	
<a href="#">H.R. 309</a> Huffman	Gas Tax Replacement Act	Introduced 1/13/2015	House Committees on Energy and Commerce; Ways and Means	Amends the Internal Revenue Code to: (1) repeal the excise taxes on gasoline and diesel fuels; (2) add a carbon dioxide equivalent rate to the tax on crude oil and petroleum products; and (3) impose a new excise tax on the carbon content of methanol, ethanol, and biodiesel produced in the United States and entered into the United States for consumption, use, or warehousing. Requires the Administrator of the Environmental Protection Agency (EPA) to send to the Internal Revenue Service (IRS) and make public a report on the total life-cycle emissions of carbon dioxide for gasoline, diesel fuel, biofuel, and other regulated fuels.	
<a href="#">H.R. 679</a> Blumenauer	Road Usage Charge Pilot Program Act	Introduced 2/3/2015	House Energy & Commerce Committee; House Transportation & Infrastructure Committee; House Ways and	Requires the Secretary of the Treasury to establish the Road Usage Charge Pilot Program, a competitive grant program to make grants to conduct pilot studies of methods for recording and reporting the number of miles traveled by particular vehicles; conduct pilot studies of payment, enforcement, and privacy protection for mileage-based fee systems; and to implement mileage-based fee systems in jurisdictions that have adopted a plan for such systems.	

			Means Committee		
<a href="#">H.R. 680</a> Blumenauer	Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act	Introduced 2/3/2015	House Ways and Means Committee	Increases the federal excise tax on gasoline to 26.3 cents for FY 2016, rising to 33.3 cents in FY 2017 and thereafter until FY 2028; and for diesel fuel to 32.3 cents in FY 2016 rising to 39.3 cents by FY 2017 and thereafter until FY 2027.	Support
<a href="#">H.R. 749</a> Shuster	Passenger Rail Reform & Investment Act	Passed House 3/4/2015	Senate	Authorizes appropriations for Amtrak for FY 2016-2019 and makes various changes to the program. Directs the Secretary to develop a program to issue competitive grants for capital improvements projects in the Northeast Corridor. Modifies the Railroad Rehabilitation and Improvement Financing program.	
<a href="#">H.R. 910</a> Miller	Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act	Introduced 2/12/2015	House Transportation & Infrastructure Committee	Defines "vehicle-to-infrastructure communication equipment" and adds installation of such equipment as eligible for National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program funds.	
<a href="#">H.R. 990</a> King	Transportation Fringe Benefits: Restoring Parity Between Parking and Transit/Vanpooling	Introduced 2/13/2015	House Ways and Means Committee	Raises the transportation fringe benefit amount for transit and vanpooling from \$125/month to \$235/month and lowers the allowable parking amount from \$250 to \$235/month. Raises the bicycling amount from \$20 to \$35/month for qualified bicycle commuting reimbursement.	Support
<a href="#">H.R. 1308</a> Lowenthal	National Freight Infrastructure Grant Act	Introduced 3/4/2015	House Transportation & Infrastructure Committee	Establishes a Multimodal Freight Funding Formula Program and a National Freight Infrastructure Competitive Grant Program to improve the efficiency and reliability of freight movement in the United States. Authorizes a 1% waybill fee to generate \$8 billion/year for the program.	Support
<a href="#">H.R. 1393</a> Davis	Innovation in Surface Transportation Act	Introduced 3/17/2015	House Transportation & Infrastructure Committee	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, transit agencies, etc. Requires each state to establish a	

				grant selection panel to formula criteria for project selection.	
<a href="#">H.R. 2353</a> (Shuster)	Highway and Transportation Funding Act	Enacted, May 29, 2015	House Transportation & Infrastructure Committee	Extends the current surface transportation program through July 31, 2015.	
<a href="#">H.R. 2497</a> (Denham)	NEPA Reciprocity Act	Introduced 5/21/2015	House Transportation & Infrastructure Committee & House Natural Resources Committee	Requires the Secretary of Transportation to establish a program to eliminate duplicative environmental reviews and approvals under state and federal law. The program will permit a state to use state laws and procedures in lieu of federal environmental laws and regulations if the Secretary determines that the state's laws provide environmental protection and opportunities for public involvement "substantially equivalent" to the federal regulations. Makes all states eligible and requires a state to apply to the Secretary for permission to participate in the program.	
<a href="#">S. 206</a> Ayotte	Local Transportation Infrastructure Act	Introduced 1/21/2015	Senate Commerce, Science, and Transportation Committee	Revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.	
<a href="#">S. 268</a> Sanders	Rebuild America Act	Introduced 1/27/2015	Senate Banking, Housing and Urban Affairs Committee	Establishes a National Infrastructure Bank for transportation, water infrastructure and national parks. Appropriates \$75 billion/year to the Highway Trust Fund per year for FY 2015-2022. Appropriates \$15 billion/year to the DOT Secretary for grants for Amtrak and high-speed rail. Appropriates \$2 billion/year for TIFIA credit assistance program for FY 2015-2019. Appropriates \$5 billion/year for the TIGER discretionary grant program and \$3.5 billion/year for the NextGen Air Transportation System.	
<a href="#">S. 280</a> Portman	Federal Permitting Improvement Act	Introduced 1/28/2015	Senate (reported by committee)	Establishes the Federal Permitting Improvement Council to improve the efficiency, management, and interagency coordination of the Federal permitting process through reforms overseen by the Director of the Office of Management and Budget, and for other purposes.	
<a href="#">S. 762</a> Wicker	Innovations in Surface Transportation Act	Introduced 3/17/2015	Senate Environment and Public Works	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an	

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				exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, transit agencies, etc. Requires each state to establish a grant selection panel to formula criteria for project selection.	
<a href="#">S. 797</a> Booker	Railroad Infrastructure Financing Improvement Act (RIFIA)	Introduced 3/19/2015	Senate Commerce, Science & Transportation Committee	Amends the RIFIA —a federal loan and loan guarantee program — to streamline the application process and allow transit oriented development projects to qualify for funding.	
<a href="#">S. 981</a> Paul	Invest in Transportation Act	Introduced 4/16/2015		Provides additional funds for the Highway Trust Fund from corporate taxes imposed on companies that have not paid any taxes on their foreign earnings off shore. Provides that the 6.5 percent tax rate is voluntary and only for repatriations that exceed each company’s average repatriations in recent years. Provides that all such funds would be split 80%/20% to the Highway Account and the Mass Transit Account.	
<a href="#">S. 1006</a> Feinstein	Positive Train Control	Introduced 4/16/2015	Senate Commerce, Science & Transportation Committee	Authorizes the Secretary of Transportation to extend the deadline for a rail operator to achieve positive train control (PTC) in one-year increments if the Secretary determines full implementation is infeasible, the applicant has demonstrated good faith in its implementation of PTC and the applicant has presented a plan to implement PTC no later than 12/31/2018.	
<a href="#">S. 1043</a> Booker	Invest in American Jobs Act	Introduced 4/22/2015	Senate Commerce, Science & Transportation Committee	Revises Buy America requirements with respect to federal-aid highways, capital investment grants and Amtrak to make the standard more stringent and make it more difficult to obtain a waiver.	
<a href="#">S. 1350</a> Carper	Surface Transportation Extension Act	Introduced 5/14/2015	Senate (reported by committee)	Extends the federal surface transportation program for two months, until July 31, 2015, authorizing an additional \$8.4 billion in spending. Includes a “sense of Congress” with respect to the importance of enacting a long term authorization of surface transportation programs.	

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<p><b>January</b></p> <p>1 Statutes take effect.</p> <p>5 Legislature reconvenes.</p> <p>10 Budget Bill must be submitted by Governor.</p> <p>19 Martin Luther King, Jr. Day observed.</p> <p>30 Last day to submit bill requests to the Office of Legislative</p>	<p><b>June</b></p> <p>1 – 5 Floor session only. No committee may meet for any purpose.</p> <p>5 Last day for bills to be passed out of house of origin.</p> <p>8 Committee meetings may resume.</p> <p>15 Budget bill must be passed by midnight.</p>
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<p><b>February</b></p> <p>16 Presidents' Day observed.</p> <p>27 Last day for bills to be introduced.</p>	<p><b>July</b></p> <p>3 Independence Day observed.</p> <p>17 Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment, provided Budget Bill has been passed.</p>
<p><b>March</b></p> <p>26 Spring Recess begins upon adjournment.</p> <p>30 Cesar Chavez Day observed.</p>	<p><b>August</b></p> <p>17 Legislature reconvenes from Summer recess</p> <p>28 Last day for fiscal committees to meet and report bills to the floor.</p> <p>31 – Sept. 11 Floor Session Only. No committee may meet for any purpose.</p>
<p><b>April</b></p> <p>6 Legislature reconvenes from Spring Recess.</p>	<p><b>September</b></p> <p>4 Last day to amend bills on the Floor</p> <p>7 Labor Day observed.</p> <p>11 Last day for each house to pass bills. Interim Study Recess begins upon adjournment.</p>
<p><b>May</b></p> <p>1 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.</p> <p>15 Last day for policy committees to hear and report to floor nonfiscal bills introduced in their house.</p> <p>22 Last day for policy committees meet prior to June 8.</p> <p>25 Memorial Day observed.</p> <p>29 Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committee to meet prior to June 8.</p>	<p><b>October</b></p> <p>11 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 11 and in the Governor's possession after Sept. 11.</p>

**4th United States Congress, First Session**

<p><b>January</b>  1 New Year's Day  6 House/Senate Convenes  15-16 House Republican Issues Conference  19 Martin Luther King, Jr. Day  20 State of the Union (tentative)  29-30 House Democrat Issues Conference</p>	<p><b>July</b>  1-3 House District Work Period  1-6 Senate District Work Period  4 Independence Day</p>
<p><b>February</b>  2 President's Budget submission*  16 President's Day  17-20 House/Senate District Work Period  18 Ash Wednesday</p>	<p><b>August</b>  3-31 House District Work Period  10-31 Senate District Work Period</p>
<p><b>March</b>  9-13 House District Work Period  30-31 House/Senate District Work Period</p>	<p><b>September</b>  1-4 House/Senate District Work Period  7 Labor Day  13 Rosh Hashanah begins at sundown  15 Rosh Hashanah ends at sundown  21-25 House District Work Period  22 Yom Kippur begins at sundown  23 Yom Kippur ends at sundown</p>
<p><b>April</b>  1-10 House/Senate District Work Period  3 Good Friday .Passover begins at sundown  5 Easter</p>	<p><b>October</b>  1 FY 2015 begins  12 Columbus Day  13-16 House/Senate District Work Period</p>
<p><b>May</b>  4-8 House District Work Period  25 Memorial Day  26-29 House/Senate District Work Period</p>	<p><b>November</b>  9-13 House District Work Period  11 Veterans' Day  23-27 House/Senate District Work Period  26 Thanksgiving Day</p>
<p><b>June</b>  29-30 House/Senate District Work Period</p>	<p><b>December</b>  14 Hanukkah begins at sundown  21-31 Senate District Work Period  25 Christmas Day  Target House/Senate Adjournment Date TBD</p>

Source: Senate & House of Representatives websites.

\*Dates are subject to change.