

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 11, 2013

Reference No.: 4.1
Action

From: ANDRE BOUTROS
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

BACKGROUND:

The legislature is currently on recess and will reconvene on January 6th to begin the second year of the 2013-2014 legislative session. Attachment A provides a summary of bills that the Governor signed or vetoed during the first year. Attachment B provides a list of bills that will be monitored by staff for potential activity as two year bills. Attachment C provides a tentative 2014 legislative calendar. A summary is provided below of a proposed initiative constitutional amendment and status of legislation with direct impact to the Commission that was not reported at the October 8th Commission meeting.

RECOMMENDATION:

Staff recommends that the Commission accept the staff report.

PROPOSED INITIATIVE CONSTITUTIONAL AMENDMENT

On November 18, 2013 a request for Title and Summary for a proposed initiative constitutional amendment was filed with the Attorney General's Office. The proposal, entitled the "California Road Repairs Act of 2014", would phase in a 1 percent increase in the vehicle license fee by raising the fee 0.25 percent per year for four years, with the full fee taking effect in 2018. The annual total estimate of revenue raised is estimated to be \$2.9 billion per year when the rate reaches 1% in 2018 or nearly \$25 billion over the first ten years. All new revenue raised must be used exclusively for road, bridge and transit system maintenance, rehabilitation and transit vehicle replacement only. Upon issuance of a circulating title and summary by the Attorney General, proponents may begin circulation of the petition. 807,615 signatures by registered voters are needed to qualify the proposed initiative constitutional amendment for the November 2014 General Election Ballot.

Staff Recommendation: Monitor

KEY LEGISLATION SIGNED BY THE GOVERNOR:**SB 820 – Governmental Organization Committee – *State Government***

This bill, among other things, makes conforming name changes to properly reflect the assignment and reorganization of the functions of state government among the newly established executive entities and officers established pursuant to the Governor's Reorganization Plan No. 2 of 2012 (GRP 2), effective on July 3, 2012, and operative on July 1, 2013. Specific to the Commission, this bill amends Government Code section 14534.1 to state that "notwithstanding the GRP 2, the Commission shall retain independent authority to perform the duties and functions prescribed to it under any provision of law."

Signed by the Governor - September 26, 2013 – Chapter 353, Statutes of 2013

KEY LEGISLATION VETOED BY THE GOVERNOR:**AB 1290 – Perez – *Transportation Planning***

In part, this bill proposed 2 additional voting members of the Commission to be appointed by the Legislature, and for the Chairperson of the State Air Resources Board to serve as an ex-officio member without a vote. This bill proposed that the Commission's Planning Committee is responsible for monitoring outcomes from the Sustainable Communities Strategies (SCS) or Alternative Planning Strategies (APS) adopted by transportation planning agencies. This bill also proposed that Metropolitan Planning Organizations, within two years of adopting a regional transportation plan, provide the Commission with a copy of the SCS (or APS if applicable), and a brief report describing progress the agency has made in reducing greenhouse gas emissions as well as challenges that affect implementation of the plan and achievement of the regional greenhouse gas emissions target.

Vetoed by the Governor – October 11, 2013

Veto Message:

"To the Members of the California State Assembly:

I am returning Assembly Bill 1290 without my signature. This bill adds two voting members to the 11 voting-member California Transportation Commission (Commission) and requires additional reporting on planning issues. The author's intent for this bill is to ensure the state's transportation planning policy focuses on air quality and land use issues. The Governor's Reorganization Plan that went into effect July 1 of this year requires the Department of Transportation, the Department of Housing and Community Development, and the Commission to coordinate housing and transportation policies and programs. I think these changes will fully satisfy the author's objectives for this bill.

Sincerely,
Edmund G. Brown Jr."

BACKGROUND:

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

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

Additional criteria for bringing a bill forward include:

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

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

Further direction will be provided to staff, by the Chair, on bills that meet the aforementioned criteria.

Attachment A – Summary of 2013 Signed and Vetoed Legislation

Attachment B – Status of Active State and Federal Legislation

Attachment C – Tentative 2014 Legislative Calendar

Bill #	Author	Title	Subject	Description	Status
<u>AB 14</u>	Lowenthal	State Freight Plan	Direct Impact to CTC Planning	This bill would require the Business Transportation and Housing Agency (Agency) to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. The bill also requires the Agency to establish a freight advisory committee which will include participation from the Commission. The initial state freight plan would be submitted to the Legislature, the Governor, and certain state agencies, including the Commission, by December 31, 2014, and updated every 5 years thereafter.	<i>Last Action</i> Signed by Governor, enacted September 6, 2013 <i>Current Location</i> Chapter 223 <i>Commission Adopted Position</i> Support position adopted 5-7-13 Support letter issued 5-10-13
<u>AB 101</u>	Assembly Budget Committee	Budget Act of 2013	Funding/Financing	Amends the Budget Act of 2013 by revising items of appropriation and making other changes. Appropriates funding for the Active Transportation Program.	<i>Last Action</i> Signed by Governor September 26, 2013 <i>Current Location</i> Chapter 354
<u>AB 164</u>	Wieckowski	Infrastructure Financing	Funding/Financing	This bill would require a lease agreement between a governmental agency undertaking an infrastructure project and a private entity to include performance bonds as security to ensure the completion of the construction of the facility and payment bonds to secure the payment of claims of laborers, mechanics, and <i>materials suppliers</i> employed on the work under contract.	<i>Last Action</i> Signed by Governor, enacted August 13, 2013 <i>Current Location</i> Chapter 94
<u>AB 401</u>	Daly	Public Contracts: Design-Build: Highway Route 405- Transportation: Design-Build Streets and Highways	Project Delivery	This bill would authorize the Orange County Transportation Authority Design Build Program which would authorize OCTA, until January 1, 2018, based on either best value or lowest responsible bid, to utilize the design-build procurement for the Interstate Highway 405 Improvement Project. Authorizes the Department of Transportation to utilize design-build procurement for projects on the state highway system, based on either best value or lowest responsible bid. Authorizes regional transportation agencies to utilize such procurement for projects. Provides such authorizations do not include construction inspection services for specified projects. Requires such services to be performed by the Department. Requires reimbursement for prevailing wage monitoring and enforcement. Extends the sunset date of the design-build provisions from January 1, 2014 to January 1, 2024.	<i>Last Action</i> Signed by Governor, enacted October 5, 2013 <i>Current Location</i> Chapter 586

Bill #	Author	Title	Subject	Description	Status
<u>AB 466</u>	Quirk-Silva	Federal Transportation Funds	Funding/Financing	Existing law (Streets and Highways Code Section 182.7) provides for the allocation of federal Congestion Mitigation and Air Quality (CMAQ) funding from the State to metropolitan planning organizations and regional transportation planning agencies pursuant to a formula set forth in United States Code which was removed pursuant to MAP-21 and replaced with a lump sum allocation to be sub-allocated at the discretion of the State. This bill would require the Department to sub-allocate CMAQ funds pursuant to weighted population and air quality factors identical to those previously specified in federal law.	<i>Last Action</i> Signed by Governor, enacted October 11, 2013 <i>Current Location</i> Chapter 736
<u>AB 528</u>	Lowenthal	State Rail Plan: <i>High Speed Rail Authority Business Plan</i>	Direct Impact to CTC Planning	This bill would revise the items required to be included in the State Rail Plan and the High Speed Rail (HSR) business plan. The bill would require the State Rail Plan to be submitted to the commission for advice 6 months prior to submitting the final State Rail Plan to the Transportation Agency for approval, and, on or before March 1, 2017, would require the approved State Rail Plan to be submitted to the Legislature, the Governor, and other specified entities. The bill would require the state rail plan to be updated, at a minimum, every 5 years. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the HSR business plan to the Legislature.	<i>Last Action</i> Signed by Governor, enacted September 6, 2013 <i>Current Location</i> Chapter 237
<u>AB 755</u>	Ammiano	Suicide Barriers	Project Delivery	This bill would provide that the construction or reconstruction of a <i>new bridge, or reconstruction of an existing bridge with a history of suicides</i> , designed for use by motor vehicles shall not be eligible for federal fund apportioned to the state, funds made available from the Highway Users Tax Account, or toll bridge funds unless the planning process for the bridge project takes into account the need for a suicide barrier.	<i>Last Action</i> Signed by Governor, enacted October 5, 2013 <i>Current Location</i> Chapter 593
<u>AB 1070</u>	Frazier	California Transportation Financing Authority	Funding/Financing	This bill relates to the Transportation Financing Authority Act and the Transportation Financing Authority. This bill would provide for the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds.	<i>Last Action</i> Signed by Governor, enacted August 28, 2013 <i>Current Location</i> Chapter 198

Bill #	Author	Title	Subject	Description	Status
<u>AB 1222</u>	Bloom Dickinson Cooley	Public Employees Retirement: Collective Bargaining, Transit Workers	Funding/Financing Project Delivery	This bill would except from The California Public Employees Pension Reform Act (PEPRA) public employees whose collective bargaining rights are subject to specified provisions of Federal Law until a specified federal district court decision on a certification by the US Secretary of Labor, or until Jan. 1, 2015, whichever is sooner. The bill would also provide that if a federal court upholds the US Labor Secretary's determination, the application of PEPRA to specified public employees precludes certification and those employees are excepted from PEPRA. The bill would also authorize the Director of Finance to loan up to \$26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to noncertification from the Department of Labor. The bill would require a local transit provider to repay the loan by Jan. 1, 2019.	<i>Last Action</i> Signed by Governor, Chaptered October 4, 2013 <i>Current Location</i> Chapter 527

Bill #	Author	Title	Subject	Description	Status
<u>AB 1290</u>	J. Perez	Transportation Planning	Direct Impact to CTC	(1) Provide 2 additional voting members of the California Transportation Commission to be appointed by the Legislature, and for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio member without a vote, (2) Require <i>each appointing power</i> to make every effort to assure that expertise in the transportation community that has not traditionally been represented on the Commission is reflected in future appointments to the Commission with a particular emphasis on stakeholders involved and engaged in efforts to make the State's transportation system more sustainable, (3) Provide that the Planning Committee is responsible for monitoring land use and transportation outcomes in accordance with regional implementation and outcomes from Sustainable Communities Strategies or Alternative Planning Strategies , (4) Require each Metropolitan Planning Organization to make a biennial report to the Commission describing progress and challenges in implementing the Sustainable Communities Strategy and in attaining greenhouse gas emissions reductions, <i>within 2 years of adopting a Regional Transportation Plan beginning on or before October 15, 2014 (this report shall not be binding on future plans or funding decisions and the report shall not constitute an alternative under CEQA)</i> , (5) Require the Strategic Growth Council to report annually to the Commission at a public hearing by August 15th on its statutory charge to identify and review activities and funding programs of its member agencies that may be coordinated to improve sustainability, (6) Require the Commission to include in the Annual Report, the <i>Planning Committee's Commission and the Strategic Growth Council's</i> assessment of the state's progress in achieving greenhouse gas emissions reductions from land use and transportation planning, and (7) Require the Regional Transportation Improvement Plan to include a discussion of how the program relates to the Sustainable Communities Strategy <i>(this report shall not be binding on future plans, programs, or funding decisions and the report shall not constitute an alternative under CEQA)</i>	Last Action Vetoed by Governor October 11, 2013 Current Location Vetoed

Bill #	Author	Title	Subject	Description	Status
<u>AB 1317</u>	Frazier	State Government Operations	Direct Impact to CTC	This bill reallocates certain duties of the abolished Business, Transportation & Housing Agency and its Secretary to the newly created Transportation Agency and its Secretary of Transportation. This bill makes technical, non-substantive clarifications to Government Code Sections 14500 and 14520 which pertain to the Commission's establishment and role, to reflect the structure established by the Governor's Reorganization Plan No. 2	<i>Last Action</i> Signed by Governor, enacted September 26, 2013 <i>Current Location</i> Chapter 352
<u>AJR 6</u>	Fox	Unmanned Aircraft Systems: Test Sites	Aeronautics	This measure would request the Federal Aviation Administration to consider California as one of the 6 planned test sites for unmanned aircraft systems and integration of those systems into the next generation air transportation system.	<i>Last Action</i> Signed by Governor, enacted August 15, 2013 <i>Current Location</i> Chapter 78
<u>SB 95</u>	Senate Budget Committees	Budget Act of 2013	Funding/Financing	Amends the Budget Act of 2013 by revising items of appropriation and making other changes. Appropriates funding for the Active Transportation Program.	<i>Last Action</i> Vetoed by Governor September 26, 2013 <i>Current Location</i> Vetoed
<u>SB 99</u>	Senate Budget Committee	Active Transportation Program	Funding/Financing	Creates the Active Transportation Program to be funded by funds from specified program funds to fund eligible projects by the State Transportation Commission. Provides a percentage breakout of these funds. Adds new authorized activities. Requires the Commission to develop guidelines and procedures, include project selection criteria. Transfers bicycle transportation funds to the State Highway Account. Relates to funding the Environmental Enhancement and Mitigation Program Fund.	<i>Last Action</i> Signed by Governor September 26, 2013 <i>Current Location</i> Chapter 359

Bill #	Author	Title	Subject	Description	Status
<u>SB 110</u>	De Saulnier Steinberg	East Span, SFOBB Safety Review Task Force California Transportation Commission: Guidelines	Project Delivery	This bill would establish specific procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedures Act. Similar Bills: SB 1348 (Steinberg, 2010) — Vetoed by Governor on September 30, 2010 and SB 126 (Steinberg, 2011) — Amended to relate to agriculture labor relations — This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force to access the anticipated seismic structural performance of the East Span of the bridge by conducting a series of specified reviews. <i>Requires the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. Provides that the records of the task force are subject to public disclosure. Provides for indemnification of task force members.</i>	Last Action Vetoed by Governor October 11, 2013 Current Location Vetoed
<u>SB 416</u>	Liu	Surplus Residential Property	Funding/Financing	This bill makes changes to the Roberti Act governing the sale of surplus properties in the State te (SR) 710 corridor and creates the SR 710 Rehabilitation Account. This bill would require the Department to deposit proceeds from sales of SR 710 properties into the account and would continuously appropriate these funds for the purpose of providing specified repairs to the properties. The total funds maintained in the SR 710 Rehabilitation Account shall not exceed \$500,000, funds exceeding that amount shall be transferred to the State Highway Account in the State Transportation Fund to be used exclusively to fund eligible projects located in Pasadena, Alhambra, La Canada Flintridge, and the community of El Sereno in the City of Los Angeles. Projects will be selected and prioritized by the affected communities in consultation with LAMetro pursuant to guidelines developed by the Commission. Funds will be allocated by the Commission and the Commission shall have final authority to approve the projects. The bill specifies that the funds shall not be used to advance or construct the proposed North State Route 710 tunnel and Alterntive F-6 in the December 2012 Alternatives Analysis document shall no longer be deemed a feasible alternative for consideration in any state environmental review process.	Last Action Signed by Governor, enacted October 1, 2013 Current Location Chapter 468

Bill #	Author	Title	Subject	Description	Status
<u>SB 425</u>	DeSaulnier	Public Works Peer Review Act of 2013	Project Delivery	This bill would enact the Public Works Peer Review Act of 2013 and would allow a public agency, principally tasked with administering, planning, developing, and operating a public works project, to establish a specified peer review group, as defined, and would require the administering agency, if a peer review group is established, to draft a charter, published on the agency's website, related to the duties of the peer review group.	<i>Last Action</i> Signed by Governor September 6, 2013 <i>Current Location</i> Chapter 252
<u>SB 806</u>	Hueso	Department of Motor Vehicles: License Plates Alternatives Pilot Program	Funding/Financing Planning	This bill would authorize the DMV to establish a pilot program (to be completed by Jan. 1, 2017) to evaluate the use of alternatives to stickers, tabs, license plates, and registration card, and to report the results of the pilot program to the Legislature by July 1, 2018.	<i>Last Action</i> Signed by Governor October 4, 2013 <i>Current Location</i> Chapter 569
<u>SB 811</u>	Lara	State Highway Route 710	Project Delivery	Imposes various requirements on the Department of Transportation with respect to the I-710 expansion <i>corridor</i> project in the County of Los Angeles. The bill would require the lead agency, in consultation with all interested community organizations, to <i>include</i> , within the environmental review process for the project, alternatives to address the air quality, public health, and mobility impacts the project will have on neighboring communities, <i>including, in its entirety, Community Alternative 7, as defined, as a complete project alternative.</i> The bill would require the final environmental document approved by the lead agency to include an investment in identified mitigation measures <i>and community benefits</i> for the affected communities and the Los Angeles River. The bill would require the lead agency to submit a report in that regard to the <i>I-710 EIR/EIS Project Committee</i> at least 90 days prior to approving the final environmental document for the project, and would require the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation to hold a public joint hearing on the proposed final environmental document at least 60 days prior to approval of the final environmental document.	<i>Last Action</i> Vetoed by Governor October 11, 2013 <i>Current Location</i> Vetoed

Bill #	Author	Title	Subject	Description	Status
<u>SB 820</u>	Senate Governmental Organization Committee	State Government	Direct Impact to CTC	This bill generally enacts statutory changes to make conforming name changes to properly reflect the assignment and reorganization of the functions of state government among the newly established executive entities and officers established pursuant to the Governor's Reorganization Plan No. 2 of 2012 (GRP 2), effective on July 3, 2012, and operative on July 1, 2013. Specifically this bill amends Government Code section 14534.1 to state that notwithstanding the GRP 2, the commission shall retain independent authority to perform the duties and functions prescribed to it under any provision of law.	<p><i>Last Action</i> Signed by Governor September 26, 2013</p> <p><i>Current Location</i> Chapter 353</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 204</u>	Wilk	Green Vehicles: Fees	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.	<i>Last Action</i> Introduced in Assembly January 30, 2013 <i>Current Location</i> Not Yet Assigned to Committee
<u>AB 243</u>	Dickinson	Local Government: Infrastructure Financing Districts	Funding/Financing	Note: this bill did not pass out of the Legislature by September 13th This bill would authorize the creation of an infrastructure and revitalization financing district and the issuance of debt with 55% voter approval. The bill would authorize a district to finance projects in redevelopment project areas, former redevelopment project areas and former military bases if special conditions are met. The bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	<i>Last Action</i> In Assembly for concurrence, to inactive file September 11, 2013 <i>Current Location</i> Assembly Inactive File
<u>AB 317</u>	Hall	Transportation: State Highways	Direct Impact to CTC	Note: this bill did not pass out of house of origin by May 31st deadline This bill would make a non-substantive change to provisions requiring the Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process.	<i>Last Action</i> Introduced in Assembly February 12, 2013 <i>Current Location</i> Not Yet Assigned to Committee
<u>AB 431</u>	Mullin	County Employee Retirement Benefits Transportation: Sustainable Communities Funding	Funding/Financing Planning	Note: this bill did not pass out of house of origin by May 31st deadline This bill would authorize a Metropolitan Planning Organization to impose a transaction and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county exceeds 2%, if certain requirements are met. This bill would require an expenditure plan to be prepared with the revenues of the plan to be available for transportation, affordable housing, and parks and open space, with the remainder of funding to be spent to help attain the goals of the Sustainable Communities Strategy.	<i>Last Action</i> In Assembly, passed first committee, read second time and amended, re- referred to Committee April 15, 2013 <i>Current Location</i> Assembly Transportation Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 574</u>	Lowenthal	Greenhouse Gas Reduction Fund: Sustainable Communities	Direct Impact to CTC Planning Environment	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would require the Air Resources Board to establish standards for the use of moneys allocated in the Greenhouse Gas Reduction Fund for sustainable communities projects. This bill would require the Air Resources Board to establish the criteria for the development and implementation of regional grant programs. This bill would also require the Commission to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs.</p>	<p>Last Action In Assembly Appropriations Committee, held in Committee May 24, 2013</p> <p>Current Location Assembly Appropriations Committee</p>
<u>AB 603</u>	Cooley	Public Contracts: Design Build: Capitol Southeast Connector Project	Project Delivery	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>Existing law, until January 1, 2014, authorizes certain state and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the Capitol Southeast Connector Joint Powers Authority to utilize design-build procurement for the Southeast Connector Project in Sacramento County, subject to authorization by the commission. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill would make legislative findings and declarations as to the necessity of a special statute for Sacramento County.</p>	<p>Last Action Amended April 16, 2013</p> <p>Current Location Assembly Transportation Committee Not Heard in Committee April 22, 2013 as scheduled</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 680</u>	Salas	Transportation Funds Transportation: Interregional Road System	As amended, no longer impacting Funding/Financing	Note: this bill did not pass out of the Legislature by September 13th. This bill would make a technical, non-substantive change to provisions of existing law requiring funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to specified sequence of priorities, and to provide information to the Legislature to substantiate the department's proposed capital outlay support budget. <i>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes. This bill would include State Highway Route 43 as an eligible interregional and intercounty route.</i>	Last Action In Senate Appropriations, held in committee August 30, 2013 Current Location Senate Appropriations Committee
<u>AB 690</u>	Campos	Jobs and Infrastructure Education Financing Districts: Voter Approval	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would revise and recast the provisions governing infrastructure financing districts and provide for the creation of jobs and <i>education infrastructure</i> financing districts with 55% voter approval. This bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. This bill would authorize a district to fund various projects including highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	Last Action In Assembly, read second time and amended. Re-referred to Local Government Committee September 11, 2013 Current Location Assembly Local Government Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 737</u>	Fox Assembly Co-Authors: Bonilla, Brown, Daly, Garcia, Harkey, Roger, Hernandez, Muratsuchi, Perea, Torres, Wagner, Wieckowski, Williams Senate Co-Author: Berryhill	Unmanned Aircraft Systems: Test Sites Space Flight Liability	Aeronautics	<p><u>Note: this bill did not pass out of the Legislature by September 13th</u> <i>The Space Flight Liability and Immunity Act requires a space flight entity, as defined, to collect a signed warning statement from each participant in space flight activities. The warning statement is required to inform the participant that there is limited civil liability for bodily injury sustained as a result of the inherent risks associated with space flight activities. The act limits the liability of a space flight entity that complies with these provisions. The act also provides that limited liability under these provisions does not limit or prevent the liability of a space flight entity that commits an act of gross negligence or willful or wanton disregard for the safety of the participant, that intentionally causes a participant injury, or that has actual knowledge or reasonably should have known of a dangerous condition, as provided. This bill would include a manufacturer or supplier of components, services, or vehicles that have been reviewed by the United States Federal Aviation Administration as part of issuing a license, permit, or other authorization pursuant to specified provisions of federal law relating to commercial space launch activities as a space flight entity with limited liability for any participant injury. This bill would additionally provide that limited liability under these provisions does not limit or prevent the liability of a space flight entity that manufactures or supplies a product with a defect. This bill would prohibit a space flight entity' s liability from being limited unless the space flight entity presents to and files with the Secretary of State a certification of insurance, as specified. This bill would repeal the Space Flight Liability and Immunity Act on July 1, 2021.</i></p>	<p>Last Action In Senate, re-referred to Judiciary Committee June 13, 2013 Current Location Senate Judiciary Committee</p>
<u>AB 749</u>	Gorell	Public Private Partnerships	Project Delivery	<p><u>Note: this bill did not pass out of house of origin by May 31st deadline</u> This bill would extend the sunset provision from January 1, 2017 to January 1, 2022. This bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics.</p>	<p>Last Action In Assembly Transportation Committee, not heard April 29, 2013 Current Location Assembly Transportation Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 823</u>	Eggman	California Farmland Protection Act	Environment	<p>Note: this bill did not pass out of house of origin by May 31st deadline This bill would enact the California Farmland Protection Act, which would require that an applicant for a lead agency reviewing a development project, as defined, that involves the conversion of agricultural land to a permanent or long-term nonagricultural use, including a residential, commercial, civic, industrial, infrastructure, or other similar use, at a minimum, mitigate the identified environmental impacts associated with the conversion of those lands through the permanent protection and conservation of land suitable for agricultural uses, and would require that an adopted mitigation measure providing for the protection of agricultural land meet specified requirements. The act would require that any lands identified and proposed for conservation and protection meet specified criteria. The act would provide that a project is deemed to have fully mitigated all identified significant project level and cumulative impacts on agricultural resources and no further mitigation is required if specified conditions are met. The act would require the Office of</p>	<p>Last Action Passed from Assembly Natural Resources Committee April 29, 2013 Current Location Assembly Agriculture Committee</p>
<u>AB 863</u>	Torres	Transit Projects: Environmental Review Process	Environment	<p>Note: this bill did not pass out of house of origin by May 31st deadline Authorizes the Department of Transportation to assume responsibilities for federal review and clearance under the National Environmental Policy Act for a transit project that is subject to the act. Provides that the state consents to the jurisdiction of the federal courts in that regard, and provides that the department may not assert immunity from suit under the U.S. Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	<p>Last Action Referred to Committee March 4, 2013 Current Location Assembly Transportation and Natural Resources Committees</p>
<u>AB 852</u>	Dickinson	Environmental Quality: Exemption	Environment	<p>Note: this bill did not pass out of the Legislature by September 13th This bill revises the exemption from the CEQA for residential, employment center, and mixed-use development project that require the project and specific plan to be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area and accepted project area policies for which a planning organization's determination and alternative planning would achieve the greenhouse gas emission reduction targets</p>	<p>Last Action In Assembly, refused to concur with Senate amendments, motion to reconsider September 12, 2013 Current Location Assembly Unfinished Business - Reconsideration</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 886</u>	T. Allen	California Transportation Finance Authority: Tax credit certificates for exporters and importers: Income tax credit	Funding/Financing	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would authorize the California Transportation Financing Authority to award tax credit certificates to exporters and importers that demonstrate that they have increased their cargo tonnage or value through state ports and airports by specified amounts or have a net increase in qualified full-time employees hired in the state or have incurred capital costs for cargo facilities in the state. <i>The bill would require the authority to provide a report to the Legislature regarding the tax credit certificate program, as provided.</i> This bill would allow credits under the Personal Income Tax and Corporation Tax laws.</p>	<p>Last Action</p> <p>Passed from Revenue and Taxation Committee to Appropriations May 13, 2013</p> <p>Current Location</p> <p>Assembly Appropriations Committee</p>
<u>AB 963</u>	Levine	State Contracts: RFP Procedures	Project Delivery Environment	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would require a bidder's record of environmentally preferable purchasing to be a factor in awarding a contract under a request for proposal.</p>	<p>Last Action</p> <p>In Assembly Appropriations Committee, not heard May 24, 2013</p> <p>Current Location</p> <p>Assembly Appropriations Committee</p>
<u>AB 1002</u>	Bloom	Vehicles: Registration Fees	Funding/Financing Planning	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes.</p>	<p>Last Action</p> <p>In Assembly, read second time and amended, re-referred to Local Government Committee April 23, 2013</p> <p>Current Location</p> <p>Assembly Local Government Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 1046</u>	Gordon	Department of Transportation: Innovative Delivery	Project Delivery	<p>Note: this bill did not pass out of the Legislature by September 13th States the intent of the Legislature to enact legislation that would facilitate the implementation of the master agreement executed by the Department of Transportation and the Santa Clara Valley Transportation Authority for the Innovative Delivery Team Demonstration Program. This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.</p>	<p>Last Action In Senate Appropriations Committee, not heard August 19, 2013 Current Location Senate Appropriations Committee</p>
<u>AB 1081</u>	Medina	Economic Development: Goods-Movement Infrastructure	Funding/Financing Planning	<p>Note: this bill did not pass out of the Legislature by September 13th Existing law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, public post secondary educational institutions and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include information related to infrastructure identified by state and federal transportation authorities and recommendations for private sector financing as specified.</p>	<p>Last Action In Senate Appropriations, held in committee August 30, 2013 Current Location Senate Appropriations Committee</p>
<u>AB 1179</u>	Bocanegra	Regional Transportation Plan: Sustainable Communities Strategy	Planning	<p>Note: this bill did not pass out of house of origin by May 31st deadline This bill would additionally require the sustainable communities strategy to identify, in consultation with each local educational agency in the region, future facilities sites, or existing facilities that may be modernized or expanded how the sustainable communities strategy may impact school enrollments and capacities and the need for new school site or expansion or modernization of existing school sites, as specified.</p>	<p>Last Action Amended and re-referred to Committee March 21, 2013 Current Location Assembly Local Government Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 1194</u>	Ammiano and V.M Perez	Safe Routes to School Program	Funding/Financing	<p><u>Note: this bill did not pass out of the Legislature by September 13th</u> This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full time coordinator to administer the program. The bill would also delete references to a superseded federal transportation act.</p>	<p>Last Action In Senate Transportation and Housing Committee, not heard July 2, 2013 Current Location Senate Transportation and Housing Committee</p>
<u>ACA 8</u>	Blumenfield	Local Government Financing: Voter Approval	Funding/Financing	<p>This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness in the form of general obligation bonds to fund specified public improvements and facilities including transportation infrastructures, streets and roads, sidewalks, transit systems, highways, freeways etc.</p>	<p>Last Action In Senate, re-referred to Appropriations Committee June 27, 2013 Current Location Senate Appropriations Committee</p>
<u>SB 1</u>	Steinberg	Sustainable Communities Investment Authority	Funding/Financing Planning	<p><u>Note: this bill did not pass out of the Legislature by September 13th</u> This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.</p>	<p>Last Action In Senate, to Inactive File September 12, 2013 Current Location Senate Inactive File</p>

Bill #	Author	Title	Subject	Description	Status
<u>SB 15</u>	Padilla	Aviation: Unmanned Aircraft Systems	Aeronautics	<p><u>Note: this bill did not pass out of the Legislature by September 13th</u> This bill would, under existing civil and criminal provisions, provide that engaging in the prohibited activities with devices or instrumentalities affixed to or contained within an unmanned aircraft system is included within the prohibitions. With respect to the criminal provisions, the bill would impose a state mandated local program by changing the definition of a crime. This bill would also provide that an unmanned aircraft system may not be equipped with a weapon. This bill would define "unmanned aircraft system" for all of these purposes. This bill would additionally require that an application for a search warrant specify if an unmanned aircraft system, as defined, will be used in the execution of the search warrant, and the intended purpose for which the unmanned aircraft system will be used.</p> <p>This bill would also state the intent of the Legislature to enact legislation that would establish appropriate standards for the use of unmanned aircraft systems.</p>	<p>Last Action In Assembly Public Safety Committee, reconsideration granted August 27, 2013 Current Location Assembly Public Safety Committee</p>
<u>SB 33</u>	Wolk and Frazier	Infrastructure Financing Districts: Voter Approval	Funding/Financing	<p><u>Note: this bill did not pass out of the Legislature by September 13th</u> This bill would revise provisions governing infrastructure financing districts. This bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. This bill would authorize the creation of such district subject to specified procedure and would authorize a district to finance specified actions and projects including: : highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.</p>	<p>Last Action In Assembly, to inactive file September 11, 2013 Current Location Assembly Inactive File</p>
<u>SB 408</u>	De Leon	Transportation Funds	Funding/Financing	<p><u>Note: this bill did not pass out of house of origin by May 31st deadline</u> This bill relates to transportation funds available for capital improvement projects. This bill would provide that remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	<p>Last Action Referred to Committee February 28, 2013 Current Location Senate Rules Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>SB 444</u>	De Leon	State Highway Route 86: Relinquishment	Direct Impact to the Commission	Note: the legislative authority for this relinquishment is now being <u>undertaken in SB 788</u> . This bill would authorize the Commission to relinquish to the cities of Brawley, El Centro, and Imperial and the County of Imperial, specified portions of State Route 86 under certain conditions. This bill redesignates a specified portion of such route as part of State Route 78 following relinquishment and requires the relinquishments to be done at no cost to the state, unless the Commission makes a finding of need.	<i>Last Action</i> Referred to Committee April 11, 2013 <i>Current Location</i> Senate Transportation and Housing Committee
<u>SB 486</u>	DeSaulnier	Office of Legal Compliance and Ethics Office of Strategic Assessment and Accountability	Direct Impact to the Commission	Note: this bill did not pass out of the Legislature by September 13th This bill would create the Office of Legal Compliance and Ethics (office) within the agency and require the director of the office to organize the office with the approval of the audit committee, as defined. Creates the Office of Strategic Assessment and Accountability, which would be responsible for ensuring the ongoing performance measurement, transparency, and public accountability of the Department. Requires the office to issue reports measuring the department's success in meeting performance benchmarks and to compile and make such reports publicly available and to report at least quarterly to the Commission beginning July 2014. This bill would require the Secretary of the Transportation Agency, in consultation with the Director of Transportation, to identify performance measurement benchmarks on which the department would be required to report in specified areas, including, among others, enhancement of public safety and environmental sustainability. Requires the Department to issue reports and the	<i>Last Action</i> In Assembly, to inactive file September 10, 2013 <i>Current Location</i> Assembly Inactive File
<u>SB 661</u>	Hill	False Advertising	Project Delivery	Note: this bill did not pass out of house of origin by May 31st deadline Eliminates the requirement in existing law that any article, unit, or part of the merchandise be substantially manufactured in the United States in order for the merchandise to advertise that it is made in the United States. Provides any merchandise that has been substantially made, manufactured, or produced within the United States if specified requirements are met. Creates a rebuttable presumption if an independent 3rd party verification entity certifies that merchandising meets the requirements.	<i>Last Action</i> Heard in Senate Judiciary Committee May 7, 2013 <i>Current Location</i> Senate Judiciary Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 731</u>	Steinberg	Environment: California Environmental Quality Act	Environment	Note: this bill did not pass out of the Legislature by September 13th This bill would enact the "CEQA Modernization Act of 2013" which would revise the California Environmental Quality Act to, among other things, provide greater certainty for smart infill development. States the intent of the Legislature to provide funds annually to the Strategic Growth Council for the purposes of providing planning incentive grants to local and regional agencies to implement Sustainable Communities Strategies. May 7th version adds a requirement for the Attorney General to annually submit to the Legislature a report containing specified information on CEQA litigation in the state, removes reference to funding from the Alternative and Renewable Fuel and Vehicle Technology Fund, and would require appropriation of funds by the Legislature for the Strategic Growth Council.	<i>Last Action</i> Passed from Assembly Committee on Local Government, to second reading September 11, 2013 <i>Current Location</i> Assembly Second Reading File
<u>SB 791</u>	Wyland	Motor Vehicle Fuel Tax: Rate Adjustment	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel and would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. Provides the rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease. Provides the rate may increase upon a future act by the Legislature.	<i>Last Action</i> Referred to Committee April 11, 2013 <i>Current Location</i> Senate Committees on Transportation and Housing and Governance and Finance Not heard in Transportation and Housing Committee April 30, 2013
<u>SCA 1</u>	Wyland	State Auditor: Duties	Direct Impact to the Commission	This measure would require the California State Auditor to biennially conduct a specified financial audit and performance evaluation of each state program, including the administration or oversight of that program by the department or agency that is responsible for the program, and submit a report of the results of that financial audit and performance evaluation to the Legislature, as prescribed. This measure would require the committee that considers the budget in each house of the Legislature to meet and consider recommendations made in each performance evaluation within 90 days of submission by the California State Auditor. This measure would require the California State Auditor to make each financial audit and performance evaluation available to the public on an Internet Web site and in hardcopy format and require the Legislature to appropriate to the California State Auditor's Office funds as necessary to implement these provisions	<i>Last Action</i> Re-referred to Committee February 7, 2013 <i>Current Location</i> Senate Committees on Governmental Organization and Elections & Constitutional Amendments

Bill #	Author	Title	Subject	Description	Status
<u>SCA 4</u>	Liu <i>Senate Co-Author:</i> Pavley <i>Assembly Co-Author:</i> Bonilla	Local Government Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the <i>proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	<i>Last Action</i> In Senate, read second time and amended, re-referred to Senate Rules Committee August 28, 2013 <i>Current Location</i> Senate Second Reading File <i>Commission Adopted Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13
<u>SCA 6</u>	DeSaulnier	Initiative Measures: Funding Source	Funding/Financing	This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.	<i>Last Action</i> In Senate, read second time, to third reading May 24, 2013 <i>Current Location</i> Senate Third Reading File

Bill #	Author	Title	Subject	Description	Status
<u>SCA 8</u>	Corbett <i>Assembly Co-Author:</i> Wieckowski	Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, <i>if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	<i>Last Action</i> From Senate Transportation and Housing Committee, adopted and re-referred to Senate Rules Committee August 27, 2013 <i>Current Location</i> Senate Rules Committee <i>Commission Adopted</i> <i>Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13
<u>Proposed Initiative Constitutional Amendment 13-0045/46</u>	Transportation California and California Alliance for Jobs	California Road Repairs Act of 2014	Funding/Financing`	The "California Road Repairs Act of 2014" would phase in a 1 percent increase in the vehicle license fee by raising it 0.25 percent per year for four years, with the full fee taking effect in 2018. Upon issuance of a circulating title and summary by the Attorney General, proponents may begin circulation of the petition. 807,615 signatures by registered voters are needed to qualify the proposed Initiative Constitutional Amendment for the November 2014 General Election Ballot.	<i>Last Action</i> Request for title and summary filed with Attorney General's Office November 18, 2013 <i>Current Location</i> Attorney General's Office, awaiting circulating title and summary
<u>HR 711</u>	Foxx	Federal Transportation Projects and Wage Requirements	Project Delivery	This bill would enact the "Highway Trust Fund Reform Act of 2013" and would amend Titles 23 and 49 of the United States Code to repeal wage requirements applicable to laborers and mechanics employed on Federal-aid highway and public transportation construction projects	<i>Last Action</i> Referred to Committee February 15, 2013 <i>Current Location</i> House Committee on Transportation and Infrastructure: referred to Subcommittee on Highways and Transit

Bill #	Author	Title	Subject	Description	Status
<u>HR 1419</u>	Hahn	Bridge Repair and Reconstruction Grants	Funding/Financing	This bill would enact the "Bridge to Jobs Act" and would provide funding to each state to cover all the costs to repair or reconstruct a bridge determined by the Federal Highway Administration to be structurally deficient.	<i>Last Action</i> Referred to Committee April 10, 2013 <i>Current Location</i> House Committee on Transportation and Infrastructure: referred to Subcommittee on Highways and Transit
<u>HR 1544</u>	Petri	Urban and Regional Rail Corridor Development	Funding/Financing	This bill would enact the "National High Performance Passenger Rail Transportation-Oriented Development Act of 2013" which would promote transportation-oriented development and encourage dedicated revenue sources for urban and regional rail corridor development.	<i>Last Action</i> Referred to Committee April 15, 2013 <i>Current Location</i> House Committee on Transportation and Infrastructure: referred to Subcommittees on Highways & Transit and Railroads, Pipelines & Hazardous Materials
<u>HR 2610</u>	Latham	Appropriations for the Departments of Transportation, and Housing and Urban Development	Funding/Financing	This bill would make appropriations for the Departments of Transportation, Housing and Urban Development and related agencies for the fiscal year ending September 30, 2014. Related S 1243.	<i>Last Action</i> Introduced in House July 2, 2013 <i>Current Location</i> House Union Calendar
<u>S 208</u>	Feinstein	Helicopter Noise Reduction Regulations	Aeronautics	This bill would require the Federal Aviation Administration to prescribe regulations to reduce helicopter noise pollution in residential areas in Los Angeles County, California.	<i>Last Action</i> Referred to Committee February 4, 2013 <i>Current Location</i> Senate Committee on Commerce, Science, and Transportation

Bill #	Author	Title	Subject	Description	Status
<u>S 1243</u>	Murray	Transportation Housing and Urban Development Funds	Funding/Financing	The bill would make appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014. Related HR 2610.	<p><i>Last Action</i> In Senate, SA 1749 (Portman) agreed to on Senate Floor July 24, 2013</p> <p><i>Current Location</i> Senate Floor</p>

2014 TENTATIVE LEGISLATIVE CALENDAR

January 6	Legislature reconvenes (second-year of 2013-2014 session begins)
January 17	Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in the odd numbered year
January 24	Last day for any committee to hear and report to the floor bills introduced in that house in the odd-numbered year
January 31	Last day for each house to pass bills introduced in that house in the odd- numbered year
February 21	Last day for bills to be introduced
May 2	Last day for policy committees to hear and report to fiscal committees bills introduced in their house
May 9	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house
May 16	Last day for policy committees to meet prior to June 2
May 23	Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to June 2
May 27-30	Floor session only, no committees until June 2
June 15	Budget Bill must pass by midnight
June 27	Last day for policy committees to meet and report bills
August 15	Last day for fiscal committees to meet and report bills
August 18-31	Floor session only, no committees may meet.
August 22	Last day for policy committees to hear and report to fiscal committees fiscal bills
August 31	Last day for each house to pass bills
September 30	Last day for Governor to sign or veto bills passed by the Legislature before September 1 st and in the Governor's possession on or after September 1 st