



Santa Cruz County Regional Transportation Commission Transportation Policy Workshop

AGENDA

Thursday, March 17, 2011
9:00 a.m.

NOTE LOCATION THIS MONTH
SCCRTC Conference Room
1523 Pacific Ave
Santa Cruz Ca

1. Introductions
2. Oral communications

Any member of the public may address the Commission for a period not to exceed three minutes on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, may not take action on items that are not on the agenda

Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other Commissioner objects to the change.

No consent items

4. Review of items to be discussed in closed session

CLOSED SESSION

5. Conference with Labor Negotiators Pursuant to Government Code 54957.6

Commission Negotiators: George Dondero and Yesenia Parra

Bargaining Units: Mid-Management Unit and General Representation Unit

OPEN SESSION

6. Report on closed session

REGULAR AGENDA

7. 2013 Regional Transportation Plan (RTP) overview and work plan
(*Grace Blakeslee, Transportation Planner*)

- a. Staff report
- b. Sustainable communities strategy fact sheet
- c. RTP work plan

8. Update on on Rail Corridor Acquisition commemoration
(*Karena Pushnik, Senior Transportation Planner*)

- a. Staff report

9. State legislation update
(*Rachel Moriconi, Senior Transportation Planner*)

- a. Staff report
- b. Presentation from state legislative assistants John Arriaga, JEA & Associates, and Steve Schnaidt
- c. State legislative bill track

10. Next meetings

The next SCCRTC meeting is scheduled for Thursday, April 7, 2011 at 9:00 a.m. at the Capitola City Council Chambers, 420 Capitola Avenue, Capitola, CA.

The next Transportation Policy Workshop is scheduled for Thursday, April 21, 2011 at 9:00 am at the SCCRTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
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phone: (831) 460-3200 / fax (831) 460-3215
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- Aptos Branch Library
- Central Branch Library
- Watsonville Library
- Branciforte Library
- Scotts Valley Library

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HOW TO REQUEST

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TO: Regional Transportation Commission – Policy Workshop

FROM: Grace Blakeslee, Transportation Planner

RE: 2013 Regional Transportation Plan (RTP) Overview and Work Plan

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive information and provide input on the development of the 2013 RTP;
 2. Review and provide input on the process for developing the 2013 RTP goals and policies; and,
 3. Authorize staff to work in coordination and enter into related agreements with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC) and the San Benito Council of Governments (SbCOG).
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BACKGROUND

As the regional transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated long range transportation plan for the region. The RTP includes goals and policies that are used to prioritize projects for funding (Policy Element); identifies the area's transportation needs and planned projects (Action Elements); and estimates the amount of state, federal, and local funds that may be available over the next 25 years (Financial Element). The RTPs adopted by Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan (MTP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The current RTP was adopted by the RTC in June 2010.

DISCUSSION

The next RTP is currently scheduled for adoption in November 2012 and has been referred to as the 2012 RTP; however, its adoption may be shifted to June 2013. Therefore, the next RTP update will now be referred to as the 2013 RTP. This RTP will provide a transportation plan for the region through 2035. The RTP planning process will meet SB375 requirements and be consistent with a Sustainable Community Strategy (SCS) ([Attachment 1: SCS Fact Sheet](#)) developed for the AMBAG region. The SCS will be included as a fourth element of the MTP developed

by AMBAG, as required by SB375, and included in the RTP by reference. The SCS will build upon the Regional Blueprint recently prepared by AMBAG. The Regional Blueprint identifies priority growth areas that could be served by convenient transit services and where the number and length of automobile trips can be minimized.

Federal law requires that regional transportation planning agencies located in an air quality attainment area update their RTP every five-years. However, the region is updating the RTP just two to three years after its last adoption in order to address SB375 requirements, including syncing the adoption of the regional housing element (RHNA) with the adoption of the MTP. The RTP adoption may be shifted until June 2013, pending approval from the Housing and Community Development Department to allow AMBAG to delay the next RHNA cycle.

2013 RTP Goals and Policies

One of the first steps for developing an RTP is to produce the policy element, which is included in the Santa Cruz County RTPs as a chapter of goals and policies. The goals and policies are used to prioritize projects included in the RTP's investment program and to provide input on new developments and projects proposed for the region. The majority of goals and policies included in the 2010 RTP were developed a decade ago, as part of the 2001 RTP and before the adoption of SB375. SB375 requires that the regional transportation planning process be used to achieve reductions in greenhouse gas emissions through integrated land use, housing and transportation planning.

As approved by the RTC on March 3, 2010, the Sustainable Transportation and Access Rating System (STARS) will be used to develop a process and standards for basing the 2013 RTP on three sustainable outcomes and better address the requirements of SB375. The resulting STARS standards and sustainable outcomes can help frame the RTP policies focusing on sustainability. The focus on sustainability is intended to provide the RTC with tools to deal with future transportation challenges, provide more direction for addressing reduction of greenhouse gases (GhG) while at the same time assessing the impact of other transportation related issues, and meet the requirements of SB375.

Furthermore, RTC staff also recommends that emphasis be paid to developing a more concise set of policies that effectively measure progress towards the identified goals and serve as a more functional resource document. **Staff recommends that the RTC provide input on the process for developing the 2013 RTP Goals and Policies as described in Attachment 2: 2013 RTP Work Plan – Item 2.**

Significant Changes from the 2010 RTP

SCS Consistency: Achieving consistency with the SCS will require that both the RTP policies and project list, when integrated with the SCS, will reduce GhG to achieve the regional target of a 0% per capita increase in CO2 emission by 2020, and a 5% per capita decrease by 2035. The following will be combined to evaluate the ability of the transportation system to achieve this goal: the regional travel demand model

(RTDM), a sensitivity analysis conducted by AMBAG, a Complete Streets Analysis of Priority Areas, and current research regarding different transportation strategies' effect on VMT and GhG (such as that described in Chapter 6 of the 2010 RTP).

The Complete Streets Analysis of Priority Areas is funded by a Sustainable Communities Planning Grant and is intended to evaluate the existing transportation network against the SCS. Assessing transportation infrastructure in priority areas will include an examination of intersections, interchanges, signal synchronization, location of transit stops, transit headways, street and road improvements, pedestrian facilities, bicycle lanes and parking, automobile parking facilities and multi modal street alignment. The Complete Streets Analysis will be conducted in coordination with local jurisdictions' public works and planning departments vis-à-vis the RTC's Interagency Technical Advisory Committee (ITAC).

Other: Other major tasks include updating the performance measures to reflect currently available data and to support updated goals and policies, updating the financial projections to take into account new economic trends, changes to transportation programs, and projects by year of expenditure, and updating project lists and project costs. In addition, RTC will be working with AMBAG to address SB375 requirements in addition to those related to the SCS development, such as additional consultation and public participation requirements, and transparency of the regional travel demand model assumptions, inputs and outputs. An updated Draft Public Participation Plan was reviewed by the RTC at its March 3rd meeting.

A Work Plan for the development of the next RTP has been included as Attachment 2. RTC staff recommends that the RTC provide input on the RTP Work Plan.

Key Inputs to the RTP

The 2013 RTP will have greater emphasis than past plans on integrating land use and transportation, incorporating recently completed planning efforts and data sources, and discussing emerging issues, such as, but not limited to, an aging population, constrained transportation funding, and greenhouse gas (GhG) effects. Some of the efforts and data sources that are anticipated to be available for the 2013 RTP update include the 2010 Census, the American Community Survey, the Public Participation Plan, and Regional Blueprint. The Regional Travel Demand Model with the most recent adjustments will also be used in the development of the 2013 RTP. Due to the timing of some related planning and data collection efforts, the RTP may not include their results; however, any planning and data collection efforts not included in the 2013 RTP can be used for future RTP updates.

Environmental Review

An environmental review of the RTP will be completed. Staff is working with AMBAG to determine if one environmental review document would be appropriate for the MTP and RTPs falling within the AMBAG region and incorporated into the MTP. One environmental document for all of the MTP and RTPs within the AMBAG region was completed for the 2005 and 2010 RTP updates. There is significant cost savings in

completing a combined environmental review document. At this point, there is some uncertainty about how the presence of the SCS would affect this process.

Regional Coordination

As previously mentioned, the RTP for Santa Cruz County is incorporated into the MTP, along with the Monterey County and San Benito County RTPs. In addition, the RTP must be consistent with and plan for a transportation system that supports the SCS, which will be included in the MTP. To ensure that Santa Cruz County's transportation needs are adequately represented, and to promote consistency and avoid duplication, RTC staff meets regularly with AMBAG, TAMC, and SbCOG regarding the RTP and MTP development. RTC staff recommends that the **RTC authorize staff to work in coordination and enter into agreements as may be needed with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC) and the San Benito Council of Governments (SbCOG)**. Agreements may include a Memorandum of Understanding (MOU) for development of the environmental review of the MTP/RTP, MOU defining responsibilities for joint RTP/MTP development, and/or related RTP grant agreements.

General Timeline, assuming November 2012 adoption

March 2011	Work Plan and Process for Goal & Policy Development
Spring 2011	Preliminary Draft Goals & Policies/Performance Measures/Financial Projections
Summer 2011	Solicit New Projects & Project Updates
Early 2012	Draft Project Lists/SCS/Financial Projections
Summer 2012	Draft EIR/RTP/SCS
Fall 2012	Final EIR/RTP/SCS

SUMMARY

The 2013 RTP is currently planned for adoption in November 2012 but may be adopted in June 2013. The 2013 RTP will provide a transportation plan for the region through 2035. The RTP planning process will meet SB375 requirements and be consistent with a Sustainable Community Strategy (SCS). The 2013 RTP will have greater emphasis on integrating land use and transportation than past plans, incorporate completed planning efforts and data sources, and discuss emerging issues. The Sustainable Transportation and Access Rating System (STARS) will be applied to the 2013 RTP to better analyze sustainability and meet SB375 requirements. Staff recommends that the RTC provide input on the development of the 2013 RTP and the process for developing the 2013 RTP goals and policies and authorize coordination with AMBAG, TAMC and SbCOG.

Attachments:

1. Sustainable Communities Strategy Fact Sheet
2. RTP Work Plan



The Association of Monterey Bay Area Governments will adopt the region's first *Sustainable Communities Strategy* in 2013

What is the Sustainable Communities Strategy?

Senate Bill 375, passed in late 2008, requires the 18 Metropolitan Planning Organizations in California to reduce per capita vehicle miles traveled and related greenhouse gases for their respective regions through a coordinated land use and transportation plan called the **Sustainable Communities Strategy**, or **SCS**. The SCS will comprise a new chapter in and help shape each region's long range transportation plan.

Under SB 375, the SCS must identify a regional development pattern and transportation system that can meet the regional greenhouse gas (GHG) targets from the automobile and light truck sectors for 2020 and 2035.

Pursuant to statute, the California Air Resources Board adopted targets for each of the 18 MPOs across the state. Based upon the recommendation issued by the AMBAG Board of Directors, CARB adopted the following targets for the Monterey Bay Area in September of 2010:

2020: 0% increase from 2005 per capita GHG emissions
2035: 5% reduction from 2005 per capita GHG emissions

As the Metropolitan Planning Organization for the Monterey Bay Area, AMBAG will adopt the SCS as part of its long range transportation plan known as the Metropolitan Transportation Plan (MTP).

When will AMBAG adopt the SCS?

AMBAG will adopt the SCS when it adopts the MTP in 2013, pending Board approval.

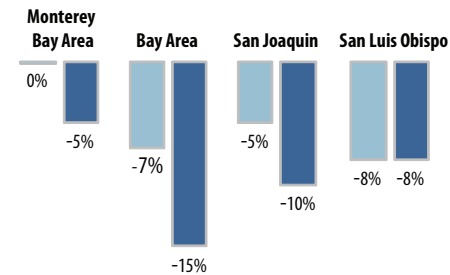
What will the SCS actually consist of?

The Sustainable Communities Strategy will be a chapter of the MTP and will also be integrated throughout the plan. It will include but not be limited to policies, tables, maps, graphs, and illustrations that will help to identify the following:

- The general location of uses, residential densities, and building intensities within the region
- Areas within the region sufficient to house all the population of the region
- A transportation network to service the transportation needs of the region
- A forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will achieve the GHG targets

Fig. 1 Monterey Bay Area GHG Targets, 2020 and 2035
Percent Reduction from 2005 Levels

Source: CA Air Resources Board, September of 2010



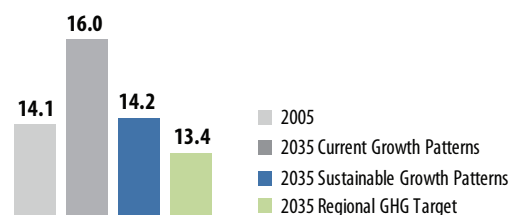
The Blueprint and the SCS

In late 2010, AMBAG released a draft document entitled *Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure*, commonly referred to as "The Blueprint." The "Sustainable Growth Patterns" scenario identified in the Blueprint presents a vision for how the region might start to achieve the greenhouse gas targets issued by CARB.

While the Sustainable Growth Patterns scenario shows a noteworthy improvement from the forecasted "Current Growth Patterns" - a 1% increase from 2005 per capita GHG levels versus a 13% increase - it falls short of the GHG targets for the Monterey Bay Area. Further analysis and collaborative planning across the region will be necessary to show how the Monterey Bay Area can achieve the GHG targets of a 0% reduction from 2005 per capita GHG levels by 2020 and 5% reduction by 2035.

Fig. 2 Per Capita GHG Emissions (daily pounds)
Blueprint Scenarios vs 2035 GHG Target

Source: CARB 2010, AMBAG RTDM, "Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure"



As a key component to the Metropolitan Transportation Plan, the *Sustainable Communities Strategy* must identify a regional development pattern and transportation system that can meet the regional GHG targets.

How does the SCS and SB 375 change how we already do things?

While there are a host of new changes introduced by SB 375, at its core this legislation sets forth new consistency requirements between transportation planning processes and housing planning processes.

More specifically, the regional housing needs allocation (RHNA) must be consistent with the SCS development pattern, while local Housing Elements are required to be adopted within 18 months of the MTP, which contains the SCS. Furthermore, the SCS will shape the MTP and RTP planning process, including the selection and funding of transportation projects.

For the Monterey Bay Area, these requirements necessitate extensive coordination between three regional transportation planning agencies, two major transit agencies, 21 local jurisdictions, two councils of government and AMBAG, the

region's metropolitan planning organization (see Figure 3).

As the Council of Governments for Santa Cruz County and Monterey County, AMBAG holds responsibility for one of the two RHNAs for our region. San Benito Council of Governments issues the RHNA determination for San Benito County and cities within. The region's three Regional Transportation Planning Agencies - Santa Cruz County Regional Transportation Commission, the Transportation Agency for Monterey County, and San Benito Council of Governments - produce countywide Regional Transportation Plans, which shape the MTP for the Monterey Bay Area.

Coordinating the planning processes across the region will require active participation of each of these agencies.

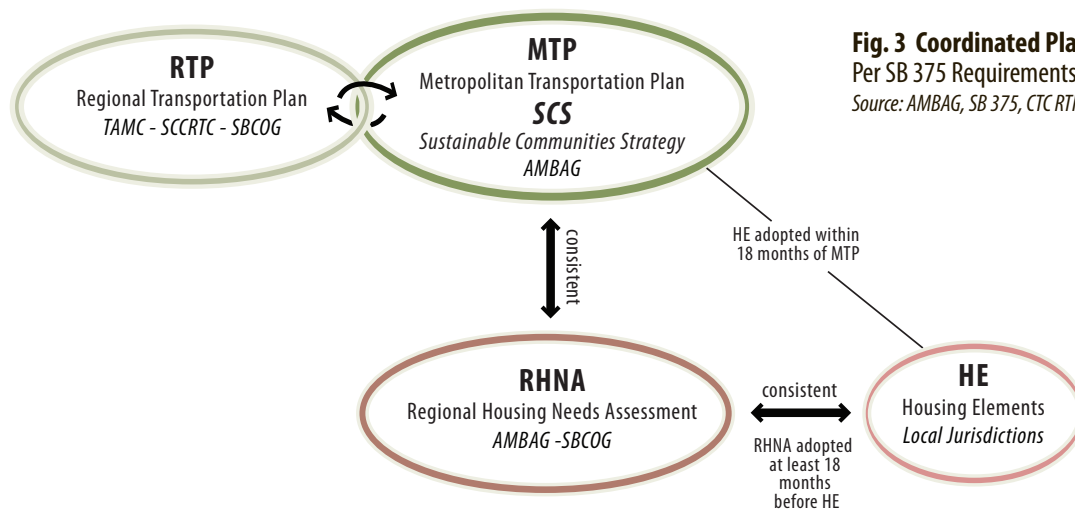


Fig. 3 Coordinated Planning Processes Per SB 375 Requirements
Source: AMBAG, SB 375, CTC RTP Guidelines

What opportunities are available to get involved with the SCS?

Planning for the SCS has begun. AMBAG will be hosting multiple opportunities for the public, elected officials, and partner agencies to get involved. Senate Bill 375 requires AMBAG to hold at least three public workshops, up to six workshops

for elected officials, and three public hearings on the SCS. Furthermore, AMBAG will be providing funding assistance to local jurisdictions, transportation and transit agencies to assist with the development of the SCS.



Staff Contacts:

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For more information or for general inquiries, visit our website at www.ambag.org or contact us at info@ambag.org.

Next Regional Transportation Plan Work Plan

1. *Coordination with Partner Agencies*
 - a. Review work program with RTC and RTC committees.
2. *Develop Goals and Policies*
 - a. Identify *Sustainability* as the RTP focus
 - b. Evaluate issues with respect to sustainability
 - c. Hold a *Sustainability Workshop*
 - d. Using STARS Identify outcomes that measures the RTP's ability for short-term and long-term sustainability
 - e. Incorporate California Transportation Commission 2010 RTP Guidelines, as appropriate
 - f. Incorporate SB375 requirements, as needed
 - g. Confirm consistency with SCS Policies
 - h. Review goals and policies with RTC, RTC committees, and the public
 - i. Identify recommend changes to goals and policies based on input received
 - j. Adopt draft goals and policies and forward to AMBAG and EIR Consultant
3. *Public Outreach and Involvement*
 - a. Develop Public Participation Plan (PPP) that meets federal transportation bill requirements and SB375
 - b. Develop outreach materials for RTP including fact sheet, webpage, survey and/or interactive website, and maintain throughout RTP development
 - c. Hold two public workshops for input on goals and policies
 - d. Attend local and regional community events and meetings
 - e. Work with AMBAG to conduct required SB375 input and consultation with local elected officials and school districts
 - f. Analyze feedback and respond to comments received
4. *Incorporate Key Inputs*
 - a. Review and incorporate new and updated transportation and related studies, where appropriate
 - b. Update previously collected data, as needed
 - c. Initiate new data collection, as needed
5. *Sustainable Community Strategies (SCS) and Alternative Planning Strategy (APS), if needed*
 - a. Review and analyze land use and transportation interactions effect on VMT
 - b. Identify "High Quality Transit Corridors" for SCS
 - c. Work with AMBAG to develop SCS and APS, if needed
 - d. Support AMBAG in holding local elected official workshops regarding SCS
 - e. Complete Streets Analysis and Guideline Development for project evaluation and SCS consistency determination
 - f. Review draft SCS produced by AMBAG
 - g. Ensure project lists and policies are consistent with SCS

6. *Model Transparency/Vehicle Miles Traveled/GhG Analysis*
 - a. Support transparency of Regional Transportation Demand Model (RTDM) data and assumptions
 - b. Present RTDM data and assumptions to RTC and RTC committees, as requested
 - c. Document assumptions behind VMT and GhG Analysis
 - d. Discuss California Air Resource Board Targets

7. *Develop Constrained and Unconstrained Project Lists*
 - a. Conduct needs assessment (Complete Streets, Regional Needs, Network Gaps)
 - b. Solicit project ideas from local jurisdictions and public
 - c. Estimate project costs
 - d. Assign projects to five year time frames included in plan.
 - e. Evaluate projects for consistency with goals and policies, SCS, and local plans
 - f. Evaluate projects with respect to financial projections
 - g. Create Constrained and Unconstrained Project Lists
 - h. Map projects
 - i. Review project list with RTC and RTC Committees

8. *Update Revenue and Cost Projections for Projects and Services*
 - a. Identify funding sources available (dedicated and discretionary)
 - b. Identify new funding options
 - c. Explain funding assumptions
 - d. Review funding projections and assumptions with RTC and RTC committees
 - e. Escalate project and services costs to expected year of delivery

9. *Update Performance Measures for RTP*
 - a. Review current best practices for transportation system performance indicators
 - b. Align performance measures with goals and policies
 - c. Identify data needs and tools to support effective performance measurement
 - d. Collect available and update data with most recently available figures
 - e. Document constraints in collecting data, if applicable

10. *Environmental Impact Report (EIR) Preparation*
 - a. Determine relationship of MTP EIR to RTP EIR and SCS
 - b. Agreement with AMBAG for EIR
 - c. Hold EIR scoping meeting
 - d. If joint EIR, review notice of preparation (NOP) for EIR, review draft EIR
 - e. If not then: Conduct request for proposals (RFP) and select Environmental Review Consultant, Circulate Notice of Preparation for EIR, Draft and Final EIR preparation

11. *Produce Draft RTP*
 - a. Develop Document Outline
 - b. Ensure consistency with other local and regional plans
 - c. Draft text and ensure state and federal requirements are addressed
 - d. Release draft
 - e. Identify recommended changes for Final
 - f. Prepare Final RTP

12. *RTP and EIR Distribution*

- a. Update distribution lists
- b. Send notice of availability to interested parties
- c. Focus on electronic distribution (web, email, cd)
- d. Provide a 45 day review period
- e. Review with RTC and RTC Committees
- f. Hold public hearing
- g. Receive comments

13. *RTP and EIR Document Release*

- a. Release Draft RTP/EIR for public comment
- b. Prepare Draft Final RTP and present Final EIR
- c. Final RTP/EIR Adoption

AGENDA: March 17, 2011

TO: Santa Cruz County Regional Transportation Commission

FROM: Karena Pushnik, Senior Transportation Planner/Public Information Coordinator

RE: Update on Rail Corridor Acquisition Commemoration

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) provide input on a commemoration for the rail line purchase.

BACKGROUND

The Santa Cruz County Regional Transportation (RTC) has been working for over a decade to acquire the 135-year old Santa Cruz Branch Rail Line, a continuous transportation corridor parallel to the congested Highway 1 corridor in the densely populated coastal shelf of Santa Cruz County. On January 19, the California Transportation Commission (CTC) approved the funding for purchase of the Santa Cruz Branch Rail Line. The CTC determined that the RTC met all of the requirements for use of the voter-approved Proposition 116 funds and cleared the way for the RTC to close the purchase of the 32-mile corridor with the current property owner, Union Pacific Railroad.

DISCUSSION

In response to high levels of community interest, RTC staff has begun planning a modest community event to commemorate the acquisition. Initial plans include an event at both ends of the line, in Watsonville and Santa Cruz, with a whistle stop in Live Oak. Short Line Operator Sierra Northern is unable to take the public on the train between Watsonville and Santa Cruz where the tracks are not yet Class 1 and travel speeds are limited to 10 miles per hour, but may provide rides along the north coast section of the corridor.

Staff has initiated discussions with key groups, individuals, jurisdictions and potential donors with an interest in the event. An update will be provided to the RTC at the Transportation Policy Workshop, including information (if available) about the potential date escrow will close for the rail corridor property.

As noted in the staff report for the March RTC meeting, there are many objectives for the event:

- to celebrate the transfer to public ownership of this new community asset
- to highlight the potential for rail and varied transportation uses

- to acknowledge the efforts of many that worked to make this happen
- to spark interest in the communities, parks, schools, villages, etc linked by the line

SUMMARY

Planning is underway for a modest event commemorating public ownership of the rail line, once the RTC closes escrow.

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TO: Regional Transportation Commission – Policy Workshop
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: State Legislation Update

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive a verbal report from the RTC's Sacramento Legislative Assistants.

BACKGROUND

Every year the Regional Transportation Commission (RTC) adopts a legislative program to guide its support and opposition of state and federal legislative or administrative actions. Working with its legislative assistants and transportation entities statewide, the RTC implements the RTC legislative program, monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

DISCUSSION

At this meeting, the RTC's state legislative assistants, John Arriaga of JEA and Associates and Steve Schnaidt will provide an update on some of the key legislative issues that may affect transportation in Santa Cruz County this year.

State Budget

As discussed at the January 13, 2011 RTC meeting, Governor Brown has developed a budget proposal which calls for reenactment of the "Gas Tax Swap", which is supported by the RTC and transportation entities statewide. If the gas tax swap is not reenacted, funding for transit, State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Local Streets and Roads projects will drop significantly. The Governor also recommends postponing bond sales, which could delay the RTC's Highway 1 Soquel-Morrissey Auxiliary Lanes project and the MetroBase project.

Beyond these specific issues, the Governor proposes making significant cuts to state government and state-funded programs, shifting the responsibility for certain services to local governments, extending certain temporary tax increases set to expire at the end of the current fiscal year for another five years, and eliminating certain tax advantages enjoyed by businesses.

State Legislation

February 18, 2011 was the deadline for state legislators to introduce bills for consideration this year. Over 2000 bills were submitted. JEA has prepared the attached list of key transportation-related bills being considered by the California State Legislature this session that could impact transportation projects and programs in our region ([Attachment 1](#)).

SAFE Fee

Last year the RTC sponsored legislation (SB1418) to authorize entities to increase the Service Authority for Freeway Emergencies (SAFE) vehicle registration fee by \$1.00 to fund motorist aid services. The current SAFE fee in Santa Cruz County is \$1.00 per registered vehicle/year. The bill did not pass. However, given the importance of and funding needs for motorist aid programs (including Freeway Service Patrol and the Callbox program) the RTC will pursue similar legislation in the future. Staff decided to wait until next year to pursue such legislation, given uncertainties as to whether or not the SAFE fee increase would be subject to the requirements set forth in Proposition 26, which reclassified several fees as taxes and requires most new taxes/fees to be approved by 2/3rds of voters.

SUMMARY

The RTC's State Legislative Assistants will provide an update on the state budget and transportation legislation at this meeting.

Attachment: State Legislative Bill Track

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Santa Cruz County Regional Transportation Commission Legislative Bill Track: March 3, 2011

AB 31 (Beall D) Land use: high-speed rail: local master plan.

Last Amended: 2/14/2011

Status: 2/15/2011-Re-referred to Com. on L. GOV.

Summary:

(1) The California High-Speed Rail Act establishes the High-Speed Rail Authority to develop and implement an intercity high-speed rail system in the state, exclusively grants to the authority the responsibility for planning, construction, and operation of that system, and confers upon the authority specified powers and duties relating to that system. This bill would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction. The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies . The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities strategy with respect to fostering sustainable communities around the high-speed rail system . This bill contains other related provisions and other existing laws.

AB 49 (Gatto D) Development: expedited permit review.

Status: 1/24/2011-Referred to Coms. on L. GOV. and NAT. RES.

Calendar: 3/23/2011 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, SMYTH, Chair

Summary:

The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process. This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013. This bill contains other related provisions and other existing laws.

AB 133 (Galgiani D) High-speed rail.

Status: 2/3/2011-Referred to Com. on TRANS.

Summary:

Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. The federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the federal Consolidated Appropriations Act, 2010 provide funding for allocation nationally to high-speed rail and other related projects. This bill would require federal funds made available to the state for high-speed rail purposes under the above-referenced federal acts to be available, upon

appropriation, for certain work on one or more specified rail corridors approved by the Federal Railroad Administration, in a manner consistent with certain provisions of, and subject to certain conditions of, the bond act.

[AB 145](#) ([Galgiani D](#)) High-speed rail.

Status: 2/3/2011-Referred to Com. on TRANS.

Summary:

Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence to make policy decisions relative to implementation of high-speed rail consistent with Proposition 1A. The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency, which would implement those policies. The bill would transfer certain of the existing powers and responsibilities of the authority to the department and would specify additional powers and duties of the authority and department relative to implementation of the high-speed rail project, including the annual submission of a 6-year high-speed train capital improvement program and progress report to the Legislature. The director of the department would be appointed by the Governor, who would serve at the pleasure of the authority, and the Governor would be authorized to appoint up to 10 officers of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.

[AB 147](#) ([Dickinson D](#)) Subdivisions.

Status: 2/3/2011-Referred to Com. on L. GOV.

Summary:

The Subdivision Map Act authorizes a local agency to require the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges or major thoroughfares if specified conditions are met. This bill would authorize the fee to additionally be used for defraying the actual or estimated cost of other transportation facilities, as described.

[AB 286](#) ([Berryhill, Bill R](#)) Streets and highways.

Status: 2/9/2011-From printer. May be heard in committee March 11.

Summary:

Existing law permits a city to lay out, acquire, and construct any section or portion of any street or highway within its jurisdiction as a freeway and to make any existing street or highway a freeway. Existing law permits a city to close and work on any street or highway within its jurisdiction for specified purposes, subject to approval of the Department of Transportation with regard to any action affecting a state highway. This bill would make a technical, nonsubstantive change to those provisions.

[AB 343](#) ([Atkins D](#)) Redevelopment plans: environmental goals.

Status: 3/3/2011-Referred to Coms. on H. & C.D. and L. GOV.

Summary:

The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities in order to address the effects of blight, as defined, in those communities and requires those agencies to prepare, or cause to be prepared, and approve a redevelopment plan for each project area. Existing law requires, among other things, that each redevelopment plan be consistent with the community's general plan. This bill would require each redevelopment plan to consider and identify strategies for how redevelopment projects will help attain the climate, air quality, and energy conservation goals or applicable regional greenhouse gas emission reduction targets. This bill contains other existing laws.

[AB 345](#) ([Atkins D](#)) Vehicles: traffic control devices: consultation.

Location: 2/24/2011-A. TRANS.

Summary:

Existing law requires the Department of Transportation to consult with local agencies before adopting rules and regulations prescribing uniform standards and specifications for official traffic control devices. This bill would additionally require the department to consult with groups representing users of streets, roads, and highways, as defined.

[AB 353](#) ([Cedillo D](#)) Freeway construction.

Location: 2/24/2011-A. TRANS.

Summary:

Existing law requires the Department of Transportation to enter into an agreement prior to any closure of a city street or county highway due to construction of a freeway with a city council or board of supervisors having jurisdiction. Existing law provides an exception to those provisions for a freeway segment within the jurisdiction of the Los Angeles County Metropolitan Transportation Authority, if specified requirements have been met, including that an agreement with one or more counties and cities is not possible because an impasse has existed for 10 or more years after an initial route was adopted. Existing law requires the department to prepare an environmental impact report and establish an outreach program, as specified, for any freeway constructed pursuant to this exception. This bill would repeal these provisions establishing an exception for a freeway segment to be constructed without an agreement within the jurisdiction of the Los Angeles County Metropolitan Transportation Authority.

AB 356 (Hill D) Public works projects: local hiring policies.

Status: 2/24/2011-Referred to Coms. on B., P. & C.P. and L. GOV.

Summary:

Existing law authorizes state agencies to enter into public works projects, as defined, and imposes various requirements with respect to the contracting and bidding process. This bill would exempt any public works project that is funded, in whole or in part, with state funds from a policy imposed by a local agency that mandates that any portion or percentage of project work hours be performed by local residents. This bill contains other related provisions.

AB 381 (Alejo D) Department of Transportation.

Status: 2/15/2011-From printer. May be heard in committee March 17.

Summary:

Existing law creates the Department of Transportation, within the Business, Transportation and Housing Agency, under the administration of the Director of Transportation, who is required to organize the department, as specified, with the approval of the Governor and the Secretary of the Business, Transportation and Housing Agency. This bill would make a nonsubstantive, grammatical change to that provision.

AB 426 (Lowenthal, Bonnie D) Transit fare evasion.

Status: 2/15/2011-From printer. May be heard in committee March 17.

Summary:

Existing law authorizes certain transit operators to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or 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 adjudication 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 cited under the ordinance shall be afforded an opportunity to complete the administrative process under the circumstances set forth in the ordinance. This bill contains other related provisions and other existing laws.

AB 427 (John A. Pérez D) Transportation bond funds: transit system safety.

Status: 2/15/2011-From printer. May be heard in committee March 17.

Summary:

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes. Existing law requires the deposit of \$1 billion of the bond proceeds in the Transit System Safety, Security, and Disaster Response Account to be used, upon appropriation, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing that movement. Existing law requires the allocation of 25% of these funds for capital expenditures to regional public waterborne transit agencies authorized to operate a regional public water transit system, as specified, and requires the California Emergency Management Agency to administer a grant application and award program. This bill would make nonsubstantive changes to these provisions.

AB 485 (Ma D) Local planning: transit village development districts.

Status: 3/3/2011-Referred to Com. on L. GOV.

Summary:

The Transit Village Development Planning Act of 1994 authorizes a city or county to create a transit village plan for a transit village development district that addresses specified characteristics. Existing law authorizes the legislative body of the city or county to adopt an infrastructure financing plan, create an infrastructure financing district, and issue bonds for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the

issuance of bonds with respect to a transit village development district. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit village development districts be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.

AB 567 (Valadao R) Transportation funds: capital improvement projects.

Status: 2/17/2011-From printer. May be heard in committee March 19.

Summary:

Existing law requires specified funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements, as specified. This bill would make nonsubstantive changes to these provisions.

AB 605 (Dickinson D) Environmental quality: California Environmental Quality Act: transportation impacts.

Status: 3/3/2011-Referred to Com. on NAT. RES.

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) 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 require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

AB 638 (Skinner D) Fuel resources: State Energy Resources Conservation and Development Commission.

Status: 3/3/2011-Referred to Com. on NAT. RES.

Summary:

Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to examine the feasibility of operating a strategic fuel reserve and recommend an appropriate level of reserves. Existing law also requires the Energy Commission and the State Air Resources Board, in consultation with other state and local agencies the commission deems necessary, to develop and adopt recommendations for the Governor and Legislature on a California Strategy to Reduce Petroleum Dependence. This bill would require the commission and the board to, among other things, attain the targets set forth in the strategy as efficiently as possible, coordinate the attainment of the targets with provisions regulating alternative fuels, and require all future regulations and guidelines to maximize the attainment of targets. The bill would also require the commission and the board, on or before January 1, 2013, in consultation with other state and local agencies the commission deems necessary, to adopt a series of interim actions to reduce petroleum fuel consumption by 15% below the 2003 levels by 2020 and increase alternative fuel consumption by 26% by 2022.

AB 650 (Blumenfield D) Blue Ribbon Task Force on Public Transportation for the 21st Century.

Status: 2/17/2011-From printer. May be heard in committee March 19.

Summary:

Existing law establishes various boards and commissions within state government. Existing law establishes various transit districts and other local entities for development of public transit on a regional basis and makes various state revenues available to those entities for those purposes. Existing law declares that the fostering, continuance, and development of public

transportation systems are a matter of statewide concern. The Institute of Transportation Studies of the University of California studies all aspects of transportation, including technological advances to social and environmental consequences. The Public Transportation Account is designated as a trust fund and funds in the account shall be available only for specified transportation planning and mass transportation purposes. This bill would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 specified members and would require the Senate Committee on Rules and the Speaker of the Assembly to jointly appoint these members, including a chair, by March 31, 2012. The bill would require the task force to prepare a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, in preparing its written report, to consult with appropriate state agencies and departments and would require the Institute of Transportation Studies of the University of California, subject to their agreement, to provide staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the Department of Transportation, as specified, to accomplish the purposes of these provisions.

AB 676 (Torres D) Transportation funds.

Status: 3/3/2011-Referred to Com. on TRANS.

Summary:

Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects. This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.

AB 710 (Skinner D) Local planning: infill and transit-oriented development.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other existing laws.

AB 796 (Blumenfield D) Energy: clean energy economy.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

The California Alternative Energy and Advanced Transportation Financing Act requires the California Alternative Energy and Advanced Transportation Financing Authority, in consultation with the State Energy Resources Conservation and Development Commission, to establish criteria for selecting projects related to renewable energy and alternative transportation technologies that would receive financial assistance, including loans, loan loss reserves, interest rate reductions, insurance, guarantees, and other credit enhancement or liquidity facilities, from the authority. This bill would require the state to establish a program to provide financial assistance in the form of loan guarantees and energy output insurance guarantees to California-based entities. This bill contains other related provisions.

AB 845 (Ma D) Transportation: bond funds.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes, including \$950 million to be allocated by the California Transportation Commission to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail transit systems in connection with or otherwise related to the high-speed train system. Of this amount, 80% is to be allocated to eligible commuter and urban rail recipients based on track miles, vehicle miles, and passenger trips pursuant to guidelines to be adopted by the commission. A dollar-for-dollar match is to be provided by a commuter and urban rail recipient for bond funds received. This bill would require the guidelines adopted by the commission to determine the

funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data in the National Transit Database of the Federal Transit Administration. The bill would require the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds provided by the recipient to be from nonstate funds. The bill would define "nonstate matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission.

AB 890 (Olsen R) Environment: CEQA exemption: roadway improvement.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) 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 additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. This bill contains other related provisions and other existing laws.

AB 892 (Carter D) Department of Transportation: environmental review process: federal pilot program.

Status: 2/18/2011-From printer. May be heard in committee March 20.

Summary:

Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2012, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would delete this repeal date, thereby extending the operation of these provisions indefinitely.

AB 995 (Cedillo D) Environmental quality: CEQA: public assistance and information program: recommendations: review of transit-oriented development.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires the Office of Planning and Research, using existing resources, to implement a public assistance and information program that includes the establishment of a public education and training program, a data base to assist in the preparation of environmental documents, and a central repository for the collection, storage, retrieval, and dissemination of specified CEQA notices. CEQA further requires that, commencing January 1, 2003, copies of any documents submitted in electronic form to the Office of Planning and Research pursuant to those provisions be furnished by the office to the California State Library. This bill would additionally require the Office of Planning and Research, not later than July 1, 2012, to prepare and submit to the Legislature a report containing recommendations for expedited environmental review for transit-oriented development.

AB 1097 (Skinner D) Transit projects: domestic content.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

Existing law creates the Business, Transportation and Housing Agency with various departments of state government that report to the agency secretary. Existing law provides various sources of funding for transit projects. This bill would require the Secretary of Business, Transportation and Housing to adopt, by regulation, a policy that specifically authorizes providing a preference on a transit project receiving funding from the Federal Transit Administration to a bidder that uses, for the project, a higher percentage of domestic contents in the materials, supplies, and equipment than otherwise required by federal law. The bill would require the secretary to consult with affected local and regional transportation agencies in that regard.

AB 1105 (Gordon D) High-occupancy toll lanes.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County. This bill would provide that one or both of the corridors selected may be a corridor that extends into an adjacent county, subject to agreement of the congestion management agency or countywide agency responsible for preparation of the county transportation plan in that county. This bill contains other related provisions and other existing laws.

AB 1298 (Blumenfield D) High-occupancy vehicle lanes.

Status: 2/22/2011-From printer. May be heard in committee March 22.

Summary:

Existing law authorizes the Department of Transportation to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles and requires that, prior to constructing those lanes, the department conduct competent engineering estimates of the effect of those lanes on safety, congestion, and highway capacity. This bill would require the department to conduct those engineering estimates with respect to the effect on congestion mitigation and would make grammatical, nonsubstantive changes to those provisions.

AB 1308 (Miller D) Highway Users Tax Account: appropriation of funds.

Status: 2/22/2011-From printer. May be heard in committee March 22.

Summary:

Existing law provides for formula apportionment of specified revenues in the Highway Users Tax Account to cities and counties for the transportation purposes authorized by Article XIX of the California Constitution, and requires other portions of those revenues to be transferred to and deposited in the State Highway Account in the State Transportation Fund. Existing law provides that the money in the Highway Users Tax Account is appropriated for the above-described transportation purposes, but also generally provides that the money in the State Highway Account may not be expended until appropriated by the Legislature. This bill, in any year in which the Budget Act has not been enacted by July 1, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund, except as specified, are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted. The bill would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.

AB 1354 (Huber D) Public works: payments: retention.

Status: 2/20/2011-From printer. May be heard in committee March 22.

Summary:

Existing law authorizes the Department of General Services, or any other department with authority to enter into contracts, to contract with suppliers for goods and services and for public works. Existing law provides that a contract entered into on or after January 1, 1999, relating to the construction of a public work of improvement between the original contractor and a subcontractor or between any subcontractors thereunder, the percentage of retention proceeds withheld cannot exceed the percentage specified in the contract between the public entity and the original contractor. Existing law also prohibits the Department of General Services from making payments upon such contracts in excess of 95% of the percentage of actual work completed plus a like percentage of the value of material delivered, as specified, and requires the department to withhold not less than 5% of the contract price until final completion and acceptance of the project. This bill would delete the prohibition against payments being made in excess of 95% of the work completed and the requirement that the department withhold not less than 5% of the contract price until final completion and acceptance of the project, and would instead prohibit the retention of any amount with respect to all contracts entered into on or after January 1, 2012, between a public entity and an original contractor, between an original contractor and a subcontractor, and between all subcontractors thereunder, relating to the construction of any public work of improvement, as specified.

ABX18 (Ma D) Transportation bond funds.

Status: 12/7/2010-From printer.

Summary:

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of general obligation bonds for various transportation purposes. Existing law requires that \$1,000,000,000 of those funds be deposited in the Transit System Safety, Security, and Disaster Response Account, administered by the California Emergency Management Agency (Cal EMA), for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, as specified. Existing law requires 25% of the available funds to be allocated to certain regional public waterborne transit agencies. Existing law requires entities receiving funds from the account to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated and requires that funds remaining unexpended after

those 3 years revert to Cal EMA for reallocation in subsequent fiscal years. This bill would declare that it is to take effect immediately as an urgency statute. This bill contains other existing laws.

ABX1 9 (Chesbro D) Taxation: vehicle license fees.

Status: 1/3/2011-Read first time.

Summary:

The Vehicle License Fee Law, in lieu of any ad valorem property tax upon vehicles, imposes an annual license fee for any vehicle subject to registration in this state in the amount of 1% of the market value of that vehicle, as provided, for a specified amount of time. Existing law also, until June 30, 2011, imposes an additional tax equal to 0.15% of the market value of specified vehicles, as determined by the Department of Motor Vehicles, to the vehicle license fee, to be deposited in the General Fund and transferred to the Local Safety and Protection Account, a continuously appropriated fund. This bill would repeal the provision relating to the sunset date and repeal of the additional 0.15% tax, thereby depositing additional moneys into a continuously appropriated fund. This bill contains other related provisions.

ACA 4 (Blumenfield D) Local government financing: voter approval.

Status: 12/7/2010-From printer. May be heard in committee January 6.

Summary:

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.

AJR 5 (Lowenthal, Bonnie D) Transportation revenues.

Status: 2/24/2011-Referred to Com. on TRANS.

Summary:

This measure would request the President and the Congress of the United States to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.

SB 28 (Simitian D) Vehicles: electronic wireless communications devices: prohibitions.

Status: 1/20/2011-Referred to Com. on T. & H.

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 S. T. & H.

Summary:

Existing law requires the Department of Motor Vehicles to examine applicants for specific driver's licenses and requires that the examination include, among other things, a test of the applicant's knowledge and understanding of the provisions of the Vehicle Code governing the operation of vehicles upon the highways. This bill would require the department to include a test of the applicant's understanding of the distractions and dangers of handheld cell phone use and text messaging while operating a motor vehicle. This bill contains other related provisions and other existing laws.

SB 29 (Simitian D) Vehicles: automated traffic enforcement systems.

Status: 1/20/2011-Referred to Com. on T. & H.

Location: 1/20/2011-

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 S. T. & H.

Summary:

Existing law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated enforcement system, as defined, if the system meets certain requirements. Existing law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities, that include, among other things, establishing guidelines for selection of location. A violation of the Vehicle Code is a crime. This bill would require that, no later than January 1, 2013, those requirements include identifying the system by signs posted within 200 feet of an intersection where a system is operating. The bill would require, by January 1, 2013, the governmental agency that operates an automated traffic enforcement system to develop uniform guidelines for specified purposes and to establish procedures to ensure compliance with those guidelines. The bill would require the governmental agency to adopt a finding of fact establishing the need for the system at a specific location for reasons related to safety for those systems installed after January 1, 2012. This bill contains other related provisions and other existing laws.

SB 126 (Steinberg D) California Transportation Commission: guidelines.

Status: 2/10/2011-Referred to Com. on T. & H.

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 ST&H

Summary:

Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified 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 Procedure Act. This bill contains other existing laws.

SB 145 (Wyland R) Public works: prevailing wage rates.

Status: 2/10/2011-Referred to Com. on RLS.

Summary:

Existing law requires, except for public works projects of \$1,000 or less, that workers employed on public works be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, and not less than the general prevailing rate of per diem wages for holiday and overtime work fixed, as prescribed. Existing law requires the Director of Industrial Relations to determine the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work. Existing law requires the body awarding a contract for public work to obtain from the Director of Industrial Relations the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work. This bill would make technical, nonsubstantive changes to the provisions relating to the prevailing rate of per diem wages.

SB 186 (Kehoe D) The Controller.

Status: 2/19/2011-Set for hearing March 16.

Location: 2/17/2011-S. G. & F.

Calendar: 3/16/2011 9:30 a.m. - John L. Burton Hearing Room (4203) Senate Gov and Finance

Summary:

Existing law authorizes the Controller to appoint a qualified accountant to make an investigation and to obtain the information required for the annual report of financial transactions. This bill would authorize the Controller to exercise discretionary authority to perform an audit or investigation of any county, city, special district, or redevelopment agency, if necessary, to ensure compliance with state law, grant agreements, local ordinances, and to determine fiscal viability. This bill would require the Controller to prepare a report of the results of the audit or investigation and to file a copy with the local legislative body. This bill would also provide that specified costs incurred by the Controller shall be borne by the county, city, or redevelopment agency and state that reimbursements collected, upon appropriation to the Controller, be available to offset costs of enforcing this provision.

SB 214 (Wolk D) Infrastructure financing districts: voter approval: repeal.

Status: 2/17/2011-Referred to Com. on Gov. & F.

Summary:

Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. This bill would eliminate the requirement of voter approval and authorize the legislative body to create the district, adopt the plan, and issue the bonds by resolutions. This bill contains other related provisions and other existing laws.

SB 223 (Leno D) Voter-approved local assessment: vehicles.

Status: 2/17/2011-Referred to Coms. on T. & H. and Gov. & F.

Calendar: 3/29/2011 1:30 p.m. - John L. Burton Hearing Room 4203 S. T. & H.

Summary:

Existing law authorizes certain counties to impose a local vehicle license fee not exceeding \$10 per vehicle, as provided, for the privilege of operating specified vehicles on public roads in the county. Existing law requires a county imposing this fee to contract with the Department of Motor Vehicles to collect and administer the fee, as specified. This bill would authorize counties and the City and County of San Francisco to impose a voter-approved local assessment for specified vehicles if certain conditions, including approval by local voters, are met. The bill would require the county or the city and county to contract with the department to collect and administer the assessment, as provided. This bill contains other related provisions and other existing laws.

SB 226 (Simitian D) Land use planning.

Status: 2/17/2011-Referred to Com. on E.Q.

Summary:

The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to call a scoping meeting for a project of statewide, regional, or areawide significance, and requires the lead agency to provide notice of at least one of those scoping meetings to specified entities, including a county or city that borders on a county or city within which the project is located, unless otherwise designated annually by agreement between the lead agency and county or city. This bill would authorize the referral of a proposed action to adopt or substantially amend a general plan to a city or county within or abutting the area covered by the proposal by a planning agency prior to action by a legislative body to adopt or amend the general plan to be conducted concurrently with the scoping meeting. The city or county would be authorized to submit specified comments at the scoping meeting. This bill contains other related provisions and other existing laws.

SB 468 (Kehoe D) Department of Transportation: capacity-increasing state highway projects: coastal zone.

Status: 3/3/2011-Referred to Coms. on T. & H. and N.R. & W.

Summary:

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects. This bill would impose additional requirements on the department with respect to proposed capacity-increasing state highway projects in the coastal zone. The bill would also make legislative findings and declarations.

SB 545 (Anderson R) Transportation.

Status: 3/3/2011-Referred to Com. on RLS.

Summary:

Existing law creates various transportation programs to develop and implement improvements to transportation systems. This bill would state the intent of the Legislature to enact legislation enabling the state to examine efficiency in administering solutions to California's transportation needs.

SB 693 (Dutton R) Public contracts: local agencies.

Status: 3/3/2011-Referred to Com. on T. & H.

Summary:

Existing law sets forth requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. Existing law also authorizes specified state agencies, cities, and counties to implement alternative procedures for the awarding of contracts on a design-build basis. Existing law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships for transportation projects under certain conditions. Existing law authorizes the department to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any state highway within the city or county, and to withdraw the delegation. This bill would specify that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects. The bill would also make findings and declarations related to local agency contracting.