



Santa Cruz County Regional Transportation Commission Legislative Bill Track: 2011 FINAL

BILLS APPROVED IN 2011

AB 105 (Committee on Budget) Transportation – “The Gas Tax Swap”

Introduced: 1/10/2011; **Last Amended:** 3/16/2011

Status: 3/24/2011-Chaptered by the Secretary of State, Chapter Number 6, Statutes of 2011

Summary: Authorizes vehicle weight fees to be deposited in the State Highway Account for reimbursement of the General Fund for payment of current general obligation bond debt service for voter-approved transportation bonds.

AB 147 (Dickinson D) Subdivisions.

Introduced: 1/14/2011

Last Amended: 5/31/2011

Status: 9/6/2011-Chaptered by the Secretary of State, Chapter Number 228, Statutes of 2011

Summary: This bill authorizes a local ordinance to require 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 transportation facilities.

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

Introduced: 2/14/2011; **Last Amended:** 8/15/2011

Status: 10/7/2011-Chaptered by the Secretary of State, Chapter Number 527, Statutes of 2011

Summary: Clarifies shares of Proposition 1B Transit System Safety, Security, and Disaster Response Account funds that commuter rail operators are eligible to receive.

AB 516 (V. Manuel Pérez D) Safe routes to school.

Introduced: 2/15/2011; **Last Amended:** 7/14/2011

Status: 9/7/2011-Chaptered by the Secretary of State, Chapter Number 277, Statutes of 2011

Summary: Existing law requires the Department of Transportation, in consultation with the California Highway Patrol, to establish and administer a "Safe Routes to School" program for construction of bicycle and pedestrian safety and traffic calming projects, and to award grants to local agencies in that regard from available federal and state funds, based on the results of a statewide competition. This bill modifies required public participation process, with involvement by the public, schools, parents, teachers, local agencies, the business community, key professionals, and others, which process identifies community priorities, ensures those priorities are reflected in the proposal, and secures support for the proposal by relevant community stakeholders. The bill also adds another factor relating to benefit of a proposal to a low-income school.

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

Introduced: 2/17/2011; **Last Amended:** 7/13/2011

Status: 10/6/2011-Chaptered by the Secretary of State, Chapter Number 482, Statutes of 2011

Summary: Extends time period whereby Caltrans can assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government through January 1, 2016.

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

Introduced: 2/18/2011; **Last Amended:** 8/29/2011

Status: 10/2/2011-Chaptered by the Secretary of State, Chapter Number 405, Statutes of 2011

Summary: Existing law provides various sources of funding for transit projects. This bill would specifically authorize the state or a local agency, relative to the use of federal funds for transit purposes, to provide a bidding preference to a bidder if the bidder exceeds Buy America requirements applicable to federally funded transit projects.

AJR 5 (Lowenthal, Bonnie D) Transportation revenues.

Introduced: 2/10/2011; **Last Amended:** 3/29/2011

Status: 6/8/2011-Chaptered by the Secretary of State, Chapter Number 29, Statutes of 2011

Summary: Requests 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.

RTC Position: Support

SB 310 (Hancock D) Local development.

Introduced: 2/14/2011; **Last Amended:** 8/29/2011

Status: 10/3/2011-Chaptered by the Secretary of State, Chapter Number 446, Statutes of 2011

Summary: Existing law authorizes the legislative body of a city or county to adopt an infrastructure financing plan, which is required to contain specified information, for the purpose of financing certain infrastructure facilities, if specified procedural requirements are met, and requires the legislative body, if it adopts the plan, to submit the proposal to the voters. Existing law authorizes the legislative body to create an infrastructure financing district, by ordinance, if 2/3 of the qualified electors of the proposed district vote in favor of adoption of the plan, and also authorizes the legislative body to initiate proceedings to issue bonds to finance the infrastructure facilities if 2/3 of those electors vote in favor of the issuance. Existing law authorizes infrastructure finance districts to finance specified projects, including financing certain infrastructure facilities. This bill would authorize a district to reimburse a developer that meets specified requirements for permit expenses or expenses related to the construction of affordable housing units pursuant to the Transit Priority Project Program described below. This bill would also require that an infrastructure financing plan also include a plan to finance any potential costs for reimbursing a developer that meets specified requirements for permit and affordable housing expenses related to a project of the Transit Priority Project Program.

RTC Position: Support

SB 325 (Rubio D) Central California Railroad Authority.

Introduced: 2/14/2011

Last Amended: 6/9/2011

Status: 9/6/2011-Chaptered by the Secretary of State, Chapter Number 234, Statutes of 2011

Location: 9/6/2011-S. CHAPTERED

Summary:

Existing law authorizes the creation of railroad authorities in various parts of the state. This bill would enact the Central California Railroad Authority Act to create the Central California Railroad Authority as an alternative for ensuring short-line railroad service in the Counties of Kern, Kings, Tulare, Fresno, and Merced. The bill would require the authority to be governed by a board of directors who would be appointed by the council of governments or county association of governments within the Counties of Kern, Kings, Tulare, Fresno, and Merced, thereby imposing a state-mandated local program. The bill would authorize the Counties of Madera, Stanislaus, and San Joaquin to elect to join the authority. The bill would set forth the powers and duties of the authority. The bill would require the authority to conduct its first meeting not later than 120 days after abandonment or discontinuance of service on, or the bankruptcy or sale of, the short-line railroads in the member counties if the members have formed a joint exercise of powers agreement to implement and manage the

authority. The bill would authorize the authority to acquire and operate railroads or select a franchisee to operate a rail transportation system, to prepare a plan for acquisition and operation of specified railroad lines, and establish criteria for the award of a franchise for the acquisition, financing, and operation of the railroad system. The bill would further authorize the authority to issue revenue bonds pursuant to the Revenue Bond Law of 1941. The bill would provide that the state is not liable for any contract, debt, or obligation of the authority. The bill would prohibit the authority from being a claimant for Transportation Development Act funds or from receiving funds from the Public Transportation Account. The bill would also state the intent of the Legislature in enacting the authority.

RTC Position: Support

SB 468 (Kehoe D) Department of Transportation: north coast corridor project: high-occupancy toll lanes.

Introduced: 2/17/2011; **Last Amended:** 8/31/2011

Status: 10/7/2011-Chaptered by the Secretary of State, Chapter Number 535, Statutes of 2011

Summary: Bill imposes additional requirements on Caltrans with respect to specified highway projects on State Highway Route 5 in southern California, known collectively as the north coast corridor project, that are located entirely or partially in the coastal zone, including requiring the department to collaborate with local agencies, the California Coastal Commission, and other affected local, state, and federal agencies to ensure that multimodal transportation options are evaluated and included in the public works plan and, where appropriate, in the project design for the projects. The bill would make these requirements applicable to the San Diego Association of Governments (SANDAG) and would also require SANDAG, for these projects, to establish a safe routes to transit program that integrates the adopted regional bike plan with transit services and, pursuant to SANDAG's agreement, to commit to dedicate for regional habitat acquisition, management, and monitoring activities a portion of specified taxes approved by the voters in San Diego County. The bill would, for these projects, require the department to suspend a notice of determination relating to environmental impact, issued between January 1, 2011, and January 1, 2012, until it is determined that environmental documents for the projects satisfy the requirements of the bill. The bill would also make legislative findings and declarations.

RTC Position: Originally would have imposed severe restrictions on highway projects anywhere in the coastal zone; letters sent expressing concerns 4/7/11 and 4/29/11. Kehoe significantly amended May 31 and now only applies to San Diego County.

BILLS VETOED BY THE GOVERNOR

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

Introduced: 2/16/2011; **Last Amended:** 8/15/2011

Status: 9/26/2011-Vetoed by the Governor

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 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, until March 30, 2013, the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 members and would require the Senate Committee on Rules and the Speaker of the Assembly to each appoint 6 specified members, by January 31, 2012. The bill would require the task force to elect one of its nonlegislative members as chair. The bill would require the task force to issue 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 September 30, 2012, 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, for

purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the Department of Transportation to provide administrative staffing to the task force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, to accomplish the purposes of these provisions.

AB 696 (Hueso D) Bergeson-Peace Infrastructure and Economic Development Bank Act.

Introduced: 2/17/2011; **Last Amended:** 6/28/2011

Status: 10/6/2011-Vetoed by the Governor

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act sets forth the duties of the California Infrastructure and Economic Development Bank in financing economic development facilities, and promoting infrastructure and economic development opportunities in the state generally. This bill would require the bank to consult, and authorize it to coordinate implementation of its revolving loan program, with local and regional revolving loan funds and networks of revolving loan funds, for specified purposes.

AB 700 (Blumenfeld D) Infrastructure and Economic Development Bank.

Introduced: 2/17/2011

Last Amended: 6/28/2011

Status: 10/6/2011-Vetoed by the Governor

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the Infrastructure and Economic Development Bank within the Business, Transportation and Housing Agency. The act provides that bank is governed and its corporate powers are exercised by a board of directors of which the Secretary of Business, Transportation and Housing or his or her designee shall serve as chair. This bill would delete the provisions establishing the bank within the Business, Transportation and Housing Agency and providing that the Secretary of Business, Transportation and Housing or his or her designee shall serve as chair of the board of directors. It instead would provide that the bank is within state government and that the Director of Finance or his or her designee shall serve as chair of the board of directors.

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

Introduced: 12/6/2010; **Last Amended:** 7/7/2011

Status: 9/7/2011-Vetoed by the Governor

Summary: This bill would require the Department of Motor Vehicles to include a test of the driver's license applicant's understanding of the distractions and dangers of handheld cell phone use and text messaging while operating a motor vehicle.

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

Introduced: 12/6/2010; **Last Amended:** 8/26/2011

Status: 10/7/2011-Vetoed by the Governor

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 those requirements include identifying the system by signs posted within 200 feet of an intersection where a system is operating. The bill would require that automated traffic enforcement systems installed as of January 1, 2012, be identified no later than January 1, 2013. The bill would require 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, for systems installed as of January 1, 2012, that a governmental agency that operates an automated traffic enforcement system establish those guidelines by January 1, 2013. 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.

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

Introduced: 2/9/2011; **Last Amended:** 8/31/2011

Status: 10/4/2011-Vetoed by the Governor

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. This bill would authorize 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 city and county to contract with the department to collect and administer the assessment, as provided.

RTC Info: Originally applied to all counties, amended 7/11/11 to only cover SF.

SB 582 (Yee D) Commute benefit policies.

Introduced: 2/17/2011; **Last Amended:** 7/7/2011

Status: 8/1/2011-Vetoed by the Governor

Summary: Existing law requires transportation planning agencies to undertake various transportation planning activities, including preparation of a regional transportation plan. Existing law requires transportation planning agencies that are designated under federal law as metropolitan planning organizations to include a sustainable communities strategy as part of the regional transportation plan for their region. Existing law creates air quality management districts and air pollution control districts with various responsibilities relative to reduction of air pollution. This bill, beginning on January 1, 2013, subject to certain exceptions, would authorize a metropolitan planning organization jointly with the local air quality management district or air pollution control district to adopt a commute benefit ordinance that requires covered employers operating within the common area of the organization and district with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would provide for the 8 metropolitan planning organizations within the region served by a specified air district to adopt the ordinance only after the district first acts to adopt the ordinance. The bill would exclude from its provisions an air district with a trip reduction regulation initially adopted prior to the federal Clean Air Act Amendments of 1990 as long as it continues to have a regulation that allows trip reduction as a method of compliance. The bill would make its provisions inoperative on January 1, 2017.

SB 910 (Lowenthal D) Vehicles: bicycles: passing distance.

Introduced: 2/18/2011; **Last Amended:** 8/30/2011

Status: 10/7/2011-Vetoed by the Governor

Summary: Under existing law, a driver of a vehicle overtaking another vehicle or a bicycle proceeding in the same direction is required to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle or bicycle, subject to certain limitations and exceptions. A violation of this provision is an infraction punishable by a fine not exceeding \$100 for a first conviction, and up to a \$250 fine for a 3rd and subsequent conviction occurring within one year of 2 or more prior infractions. This bill would recast this provision as to overtaking and passing a bicycle by requiring the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle, traffic conditions, weather, and the surface and width of the highway. The bill would prohibit the driver of the motor vehicle that is overtaking or passing a bicycle proceeding in the same direction on a highway from passing at a distance of less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator, except as provided. The bill would make a violation of this provision an infraction punishable by a \$35 fine. The bill would also require the imposition of a \$220 fine on a driver if a collision occurs between a motor vehicle and a bicyclist causing bodily harm to the bicyclist, and the driver is found to be in violation of the above provisions.

BILLS THAT DID NOT MAKE IT OUT OF 2011 SESSION –

Some bills may be carried forward in 2012

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

Introduced: 12/6/2010; **Last Amended:** 3/24/2011

Status: 5/27/2011-In committee: Set, second hearing. Held under submission.

Summary: Aimed at streamlining the permit approval process for developments.

AB 286 (Berryhill, Bill R) State highways: Routes 108 and 120.

Introduced: 2/8/2011; **Last Amended:** 8/30/2011

Status: 9/6/2011-Ordered to third reading. Ordered to inactive file at the request of Senator Wyland.

Summary: Related to sale of property acquired by the state for highway purposes if the property is no longer needed for those purposes upon terms, standards, and conditions established by the California Transportation Commission.

AB 296 (Skinner D) Building standards: cool pavement.

Introduced: 2/9/2011; **Last Amended:** 6/21/2011

Status: 8/26/2011-Failed Deadline pursuant to Rule 61(a)(11). S. 2 YEAR

Summary: Existing law requires the Department of Transportation to adopt a balanced, multimodal research and development program, including the research and development of new technologies. This bill would establish the Cool Pavements Research and Implementation Act and would encourage the department to consult and coordinate with specified state agencies, to implement the act. The bill would require the department to publish or make available on the department's Internet Web site, by January 1, 2014, a Cool Pavements Handbook to detail specifications, testing protocols, and best practices for cool pavements.

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

Introduced: 2/10/2011; **Last Amended:** 6/14/2011

Location: 7/8/2011-Failed Deadline; S. 2 YEAR

Summary: This bill would require each redevelopment plan to be consistent with the regional sustainable communities strategy or alternative planning strategy adopted by the metropolitan planning organization or council of government.

AB 345 (Atkins D) Vehicles: traffic control device uniform standards: advisory committee.

Introduced: 2/10/2011; **Last Amended:** 6/29/2011

Status: 9/1/2011-Ordered to inactive file at the request of Senator Kehoe.

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 establish, after consulting with groups representing users of streets, roads, and highways, a specified committee to advise the department, and to hold public hearings regarding all of the above. The bill would require the committee to include various representatives, including representatives from organizations representing the interests of nonmotorized users of the highway.

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

Introduced: 2/10/2011; **Last Amended:** 4/25/2011

Status: 6/4/2011-Failed Deadline pursuant to Rule 61(a)(8). A. 2 YEAR

Summary: This bill would prohibit any local agency from mandating that any portion or percentage of work on a public works project be performed by local residents or persons residing within particular geographic areas if any portion of that public works project will take place outside the geographical boundaries of the local agency. The bill would also require a local agency to fund any increase in cost of a public works project that is located entirely within the geographical boundaries of the local agency where the public works project is funded with state funds and the local agency implements a local resident hiring policy.

AB 381 (Alejo D) Department of Transportation.

Introduced: 2/14/2011; **Status:** 5/13/2011-Failed Deadline

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 441 (Monning D) State planning.

Introduced: 2/14/2011; **Last Amended:** 3/24/2011

Status: 5/28/2011-Failed Deadline pursuant to Rule 61(a)(5).

Summary: This bill would require the California Transportation Commission (CTC) to include health issues in the guidelines for the preparation of regional transportation plans.

AB 484 (Alejo D) Land use: natural resources: transfer of long-term management funds.

Introduced: 2/15/2011; **Last Amended:** 5/27/2011

Status: 7/8/2011-Failed Deadline; 2 YEAR

Summary: Public agencies are authorized to designate a nonprofit organization to hold title to, and manage an interest in, real property that the state or local public agency requires a property owner to transfer to the agency to mitigate any adverse impact upon natural resources caused by permitting the development of a project or facility, provided the nonprofit organization meets specified conditions. This bill would authorize funds set aside for the long-term management of any lands or easements conveyed to a nonprofit organization pursuant to the above provisions to also be conveyed to the nonprofit organization as specified. The bill would also require the nonprofit organization to hold, manage, invest, and disburse the funds in furtherance of managing and stewarding the land or easement for which the funds were set aside.

RTC Position: Supported. Merged with Kehoe bill SB 436, which was signed into law.

AB 485 (Ma D) Infrastructure financing.

Introduced: 2/15/2011; **Last Amended:** 6/29/2011

Status: 9/7/2011-Ordered to inactive file at the request of Senator Wolk.

Summary: 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. Sets requirements for affordable housing.

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

Introduced: 2/16/2011

Status: 5/13/2011-Failed Deadline pursuant to Rule 61(a)(3). 2 YEAR

Summary: Spot bill - 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.

Introduced: 2/16/2011

Status: 5/10/2011-Failed Deadline; 2 YEAR

Summary: This bill would require the Office of Planning and Research to prepare and adopt guidelines that would 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.

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

Introduced: 2/16/2011; **Last Amended:** 4/13/2011

Status: 5/28/2011-Failed Deadline; 2 YEAR

Summary: This bill would require the State Energy Resources Conservation and Development Commission (commission) and the State Air Resources Board (board) to adopt policies and regulations to attain the fuel consumption targets set forth in state plan to increase the use of alternative transportation fuels, coordinate the attainment of the targets with provisions regulating alternative fuels, and assess how future guidelines, regulations, and investments affect the attainment of the fuel consumption targets. The bill would require those entities to update a specified economic analysis, develop a strategy for petroleum fuel use reduction and alternative fuel use in specified vehicles, and identify regulatory and statutory barriers to attaining the petroleum fuel consumption targets.

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

Introduced: 2/17/2011; **Last Amended:** 8/18/2011

Status: 9/9/2011-From inactive file. Senate Rule 29 suspended. (Ayes 24. Noes 12. Page 2453.) Ordered to third reading. Read third time. Refused passage. (Ayes 18. Noes 19. Page 2474.)

Summary: 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.

AB 819 (Wieckowski D) Bikeways.

Introduced: 2/17/2011; **Last Amended:** 3/31/2011

Status: 5/10/2011-Failed Deadline; 2 YEAR

Summary: Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law defines 3 classes of bikeways for its purposes. This bill would include a class IV bikeway among the bikeways subject to the above provisions and would define a class IV bikeway to include a segregated bike lane which provides exclusive use of bicycles on streets.

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

Introduced: 2/17/2011; **Last Amended:** 3/29/2011

Status: 5/10/2011-Failed Deadline; 2 YEAR

Summary: This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county from CEQA.

AB 893 (V. Manuel Pérez D) State government: California infrastructure and economic development bank.

Introduced: 2/17/2011; **Last Amended:** 5/31/2011

Status: 8/26/2011-Failed Deadline - 2 YEAR

Summary: This bill would require the California Infrastructure and Economic Development Bank Fund in the State Treasury to provide technical support to small and rural communities in the state in obtaining financing for local infrastructure projects.

AB 910 (Torres D) Infrastructure financing districts: facilities and projects.

Introduced: 2/17/2011; **Last Amended:** 4/25/2011

Status: 7/8/2011-Failed Deadline -S. 2 YEAR

Summary: Existing law authorizes counties and cities to form infrastructure financing districts, in accordance with a prescribed procedure, and requires that a district finance only public capital facilities of communitywide significance, as specified. This bill would, in addition to public capital facilities, require a district to finance affordable housing facilities and economic development projects. The bill would provide that with respect to a district proposing to implement a specified plan, an election would not be required to form a district, adopt an infrastructure financing plan, or issue bonds.

AB 987 (Grove R) Public works: prevailing wages.

Introduced: 2/18/2011

Status: 5/10/2011-Failed Deadline -A. 2 YEAR

Summary: Modifies prevailing wage requirements for public projects.

AB 988 (Grove R) Prevailing wages.

Introduced: 2/18/2011

Status: 5/10/2011-Failed Deadline -A. 2 YEAR

Summary: Modifies methodology for determining prevailing wage.

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

Introduced: 2/18/2011

Status: 5/10/2011-Failed Deadline -A. 2 YEAR

Summary: This bill would require the Office of Planning and Research to prepare recommendations for expedited environmental review for transit-oriented development.

AB 1134 (Bonilla D) Department of Transportation: project study reports.

Introduced: 2/18/2011; **Last Amended:** 3/21/2011

Status: 5/28/2011-Failed Deadline -A. 2 YEAR

Summary: This bill attempts to streamline development of project study reports for any project on the state highway system and clarify when an entity performing a project study report must reimburse the department for the cost of reviewing and approving a report for projects that are not in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or another voter-approved transportation program.

AB 1229 (Feuer D) Transportation: financing: federal highway grant anticipation notes.

Introduced: 2/18/2011; **Last Amended:** 6/21/2011

Status: 8/26/2011-Failed Deadline -S. 2 YEAR

Summary: Modifies rules for federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects.

AB 1250 (Alejo D) Redevelopment.

Introduced: 2/18/2011; **Last Amended:** 6/3/2011

Status: 6/6/2011-Re-referred to Com. on RLS.

Summary: Spot bill -This bill would impose new requirements on redevelopment agencies with respect to implementation plans and evidentiary standards and expand existing prohibitions on agency direct assistance to certain projects.

AB 1287 (Buchanan D) Local government: audits.

Introduced: 2/18/2011

Status: 5/13/2011-Failed Deadline - 2 YEAR

Summary: This bill would require local agencies, defined to include cities, counties, a city and county, special districts, authorities, or public agencies, to comply with General Accounting Office standards for financial and compliance audits and would prohibit an independent auditor from engaging in financial compliance audits unless, the auditor completes a quality control review in accordance with General Accounting Office standards.

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

Introduced: 2/18/2011

Status: 5/28/2011-Failed Deadline -A. 2 YEAR

Summary: 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 designated for specific purposes are continuously appropriated and may be encumbered until the Budget Act is enacted.

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

Introduced: 2/18/2011; **Last Amended:** 4/26/2011

Status: 5/10/2011-Failed Deadline -A. 2 YEAR

Summary: For private and public works projects, and in a public works contract, this bill requires a prime contractor or subcontractor pay to any subcontractor not later than 7 days after receipt of each progress payment.

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

Introduced: 12/13/2010

Status: 9/12/2011-Died at Desk.

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.

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

Introduced: 12/6/2010

Status: 8/29/2011-Ordered to inactive file at the request of Assembly Member Blumenfield.

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.

RTC Position: Support

SB 81 (Committee on Budget and Fiscal Review) Transportation.

Introduced: 1/10/2011; **Last Amended:** 3/14/2011

Status: 3/14/2011- Read second time and amended. Re-referred to Com. on BUDGET.

Summary: Gas tax swap rules regarding debt service payments, incorporated into overall budget bill.

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

Introduced: 2/1/2011

Status: 5/13/2011-Failed Deadline- 2 YEAR

Summary: 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.

Introduced: 2/7/2011; **Last Amended:** 5/31/2011

Status: 7/8/2011-Failed Deadline - 2 YEAR

Summary: This bill would expand provisions for which the Controller investigates annual reports to include a special district, joint powers authority, or redevelopment agency. This bill would also, until January 1, 2017, authorize the Controller to exercise discretionary authority to perform an audit or investigation of any county, city, special district, joint powers authority, or redevelopment agency, if the

Controller has reason to believe, supported by documentation, that the local agency is not complying with the financial requirements in state law, grant agreements, local charters, or local ordinances.

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

Introduced: 2/8/2011; **Last Amended:** 6/21/2011

Status: 9/9/2011-Ordered to inactive file on request of Assembly Member Ma.

Summary: This bill would revise the provisions governing the public facilities that may be financed. The 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. The bill would authorize a district to finance specified actions and projects and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined.

SB 392 (Gaines R) Transportation: California Transportation Commission.

Introduced: 2/15/2011

Status: 5/13/2011-Failed Deadline -S. 2 YEAR

Summary: Spot Bill - Existing law establishes the California Transportation Commission and authorizes the commission to alter or change the location of any state highway if, in the opinion of the commission, the alteration is for the best interest of the state.

SB 475 (Wright D) Infrastructure financing.

Introduced: 2/17/2011; **Last Amended:** 6/20/2011

Status: 7/8/2011-Failed Deadline- 2 YEAR

Summary: This bill would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue-generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would additionally permit the agreements to lease or license to, or provide other permitted uses by, the private entity.

SB 545 (Anderson R) Transportation.

Introduced: 2/17/2011

Status: 5/13/2011-Failed Deadline -S. 2 YEAR

Summary: Spot bill - 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.

Introduced: 2/18/2011; **Last Amended:** 4/13/2011

Status: 6/3/2011-Failed Deadline -S. 2 YEAR

Summary: Existing law authorizes Caltrans 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.

SB 822 (Evans D) Infrastructure plan.

Introduced: 2/18/2011; **Last Amended:** 3/24/2011

Status: 6/9/2011-Referred to Com. on BUDGET.

Summary: 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, and public postsecondary educational institutions and a proposal for funding the needed infrastructure. This bill would require the Governor to also submit the infrastructure plan to the Treasurer.

SB 851 (Anderson R) Transportation.

Introduced: 2/18/2011

Status: 5/13/2011-Failed Deadline -S. 2 YEAR

Summary: Spot bill -Existing law provides the Department of Transportation with full possession and control of all state highways and authorizes the department to lay out and construct all state highways, as specified. This bill would state intent of the Legislature to enact legislation that would address the need for highway construction.

SB 907 (Evans D) Master Plan for Infrastructure Financing and Development Commission.

Introduced: 2/18/2011; **Last Amended:** 5/3/2011

Status: 7/8/2011-Failed Deadline -A. 2 YEAR

Summary: The California Constitution regulates the issuance of debt by the state and requires that debt in excess of \$300,000 for which the state will be generally obligated be submitted to, and approved by, the voters. This bill would create the Master Plan for Infrastructure Financing and Development Commission, consisting of specified members, and would require the commission to prepare and submit a strategy and plan for infrastructure development in California. The commission would dissolve 30 days after submission of its final report.

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