

Memorandum

TAB 12

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 11, 2013

Reference No.: 4.1
Action



From: ANDRE BOUTROS
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

ISSUE:

Should the California Transportation Commission (Commission):

1. Accept the Staff Report?
2. Provide direction to staff with respect to the legislation identified and monitored by staff? 48 bills, identified in Attachment A, met the criteria approved by the Commission. Bills summarized below are highlighted based on interest expressed by the Commission at the May CTC 2013 meeting.

RECOMMENDATION:

Staff recommends that the Commission:

1. Accept the staff report,
2. Provide direction to staff on legislation of interest to it.

SUMMARY:

State Legislative Calendar Update

May 31, 2013 was the last day for bills to pass out of the house of origin. The budget bill must pass by midnight on June 15, 2013. Provided the budget bill is passed, summer recess will begin on adjournment, July 3, 2013. The Legislature will reconvene from summer recess on August 5, 2013.

State Legislation – Bills of Interest Per May 2013 CTC Meeting

The following bills are highlighted based on interest expressed by the Commission at the May 2013 CTC meeting:

Assembly Bill 1290 (J. Perez) - Transportation Planning

As amended on April 23, 2013, this bill proposes to:

- Add two voting members of the Commission to be appointed by the Legislature.

- Provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve on the Commission as ex officio members without a vote.
- Require the Governor to make every effort to assure that expertise in the transportation community that has not traditionally been represented on the Commission is reflected in future appointments to the Commission with a particular emphasis on stakeholders involved and engaged in efforts to make the State's transportation system more sustainable.
- Require the Commission's Planning Committee to monitor outcomes from land development and transportation investments in accordance with the sustainable communities strategy adopted by transportation planning agencies as part of the regional transportation plan.
- Require the Commission to biennially prescribe and receive a brief report from each transportation planning agency, beginning on or before October 15, 2014, describing progress in implementing the sustainable communities strategy and in attaining greenhouse gas emission reductions.
- Require each transportation planning agency to include in their biennial report to the Commission, an assessment of the regions' progress made, along with challenges facing the region, with respect to its ability to implement policies and projects set forth in the sustainable communities strategy.
- Require that transportation planning agencies include a discussion of how the regional transportation improvement program submitted to the Commission for funding through the next cycle of the 5-year State Transportation Improvement Program (STIP) relates to the region's adopted sustainable communities strategy.
- Require the Strategic Growth Council to identify activities, programs, and local assistance funding of its member agencies¹ that have a significant effect on the implementation of sustainable communities strategies. The Strategic Growth Council is further required to notify each member agency of these matters.
- Require each Strategic Growth Council member agency to report annually to the Commission on steps that it has taken to ensure that its policies, activities, programs, and local assistance funding help attain greenhouse gas emission reduction targets, among other things.
- Require the Commission's annual report to the Legislature to include a summary of the assessment of the Commission and the Strategic Growth Council of progress around the state toward state objectives of greenhouse gas emission reductions, from patterns of ongoing land development and transportation investments. The assessment shall be informed by the biennial

¹ Public Resources Code 75121. (a) "The Strategic Growth Council is hereby established in state government and it shall consist of the Director of State Planning and Research, the Secretary of the Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one member of the public to be appointed by the Governor. The public member shall have a background in land use planning, local government, resource protection and management, or community development or revitalization."

reports submitted by regional transportation planning agencies and the member agencies of the Strategic Growth Council.

Staff estimates the cost to the Commission to implement AB 1290 is \$200,000/Yr. This estimate includes the cost related to two additional Commissioners, convening Planning Committee meetings, necessary dedicated support staff, and production of meeting materials and reports. According to the Bill Analysis prepared for the May 15, 2013 Senate Appropriations Committee hearing, biennial fiscal effects of the legislation to the 18 MPOs to prepare biennial progress reports would range between \$360,000 and \$900,000. This analysis further reports that the member agencies of the Strategic Growth Council would incur one-time costs of about \$30,000 per agency with costs absorbable thereafter.

Recommended CTC Action: Monitor

Senate Bill 425 (DeSaulnier) – Public Works: The Public Works Peer Review Act of 2013

Allows a public agency, principally tasked with administering, planning, developing, and operating a public works project, to establish a specified peer review group. Requires the administering agency, if a peer group is established, to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.

As proposed, this bill has no direct impact to the Commission.

Recommended CTC Action: Monitor

Assembly Bill 401 (Daly)

Authorizes the Orange County Transportation Authority, until January 1, 2018, to utilize design-build procurement for the Interstate Highway 405 Improvement Project based on best value or lowest responsible bid. As proposed, this legislation limits the Commission's role to developing guidelines for a standard organizational conflict-of-interest policy related to design-build procurement. Since the Commission has adopted such conflict of interest guidance, this legislation has no impact to the Commission.

Recommended CTC Action: No Action

BACKGROUND:

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

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

Additional criteria for bringing a bill forward include:

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

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

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

Attachment A - Status of State and Federal Legislation

Bill #	Author	Title	Subject	Description	Status
<u>AB 14</u>	Lowenthal	State Freight Plan	Direct Impact to CTC Planning	This bill would require the Business Transportation and Housing Agency (Agency) to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. The bill also requires the Agency to establish a freight advisory committee which will include participation from the Commission. The initial state freight plan would be submitted to the Legislature, the Governor, and certain state agencies, including the Commission, by December 31, 2014, and updated every 5 years thereafter.	<i>Last Action</i> In Assembly, read third time, passed to Senate May 28, 2013 <i>Current Location</i> Senate <i>Commission Adopted Position</i> Support position adopted 5-7-13 Support letter issued 5-10-13
<u>AB 164</u>	Wieckowski	Infrastructure Financing	Funding/Financing	This bill would require a lease agreement between a governmental agency undertaking an infrastructure project and a private entity to include performance bonds as security to ensure the completion of the construction of the facility and payment bonds to secure the payment of claims of laborers, mechanics, and material men employed on the work under contract.	<i>Last Action</i> In Senate, referred to Committee on Governance & Finance May 30, 2013 <i>Current Location</i> Senate Governance & Finance Committee
<u>AB 204</u>	Wilk	Green Vehicles: Fees	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.	<i>Last Action</i> Introduced in Assembly January 30, 2013 <i>Current Location</i> Not Yet Assigned to Committee
<u>AB 243</u>	Dickinson	Local Government: Infrastructure Financing Districts	Funding/Financing	This bill would authorize the creation of an infrastructure and revitalization financing district and the issuance of debt with 55% voter approval. The bill would authorize a district to finance projects in redevelopment project areas, former redevelopment project areas and former military bases if special conditions are met. The bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	<i>Last Action</i> Referred to Senate Committee on Governance & Finance May 23, 2013 <i>Current Location</i> Senate Committee on Governance & Finance

Bill #	Author	Title	Subject	Description	Status
<u>AB 317</u>	Hall	Transportation: State Highways	Direct Impact to CTC	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would make a non-substantive change to provisions requiring the Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process.</p>	<p><i>Last Action</i> Introduced in Assembly February 12, 2013 <i>Current Location</i> Not Yet Assigned to Committee</p>
<u>AB 401</u>	Daly	Public Contracts: Design Build: Highway Route 405	Project Delivery	<p>This bill would authorize the Orange County Transportation Authority Design Build Program which would authorize OCTA, until January 1, 2018, based on either best value or lowest responsible bid, to utilize the design-build procurement for the Interstate Highway 405 Improvement Project. Requires the Department of Transportation to provide inspection services. Requires the reimbursement of the Department of Industrial Relations for performing prevailing wage monitoring and enforcement of a public works project.</p>	<p><i>Last Action</i> In Assembly, read third time, passed to Senate May 24, 2013 <i>Current Location</i> Senate</p>
<u>AB 431</u>	Mullin	Transportation: Sustainable Communities Funding	Funding/Financing Planning	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would authorize a Metropolitan Planning Organization to impose a transaction and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county exceeds 2%, if certain requirements are met. This bill would require an expenditure plan to be prepared with the revenues of the plan to be available for transportation, affordable housing, and parks and open space, with the remainder of funding to be spent to help attain the goals of the Sustainable Communities Strategy.</p>	<p><i>Last Action</i> In Assembly, passed first committee, read second time and amended, referred to Committee April 15, 2013 <i>Current Location</i> Assembly Transportation Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 528</u>	Lowenthal	State Rail Plan: <i>High Speed Rail Authority Business Plan</i>	Direct Impact to CTC Planning	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, Governor, and specified entities including the Commission. This bill would remove the requirement that the Department submit the State Rail Plan to the Commission for advice and consent, this bill would instead require the Final State Rail Plan to be submitted to the Transportation Agency for approval, and would require the final approved plan to be submitted to the Legislature, the Governor, the Public Utilities Commission, the High Speed Rail Authority and the Commission on or before March 17, 2017. The plan consists of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law requires the High Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a specified business plan, with specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified. This bill would revise and recast the items required to be included in the 2 elements of the State Rail Plan and would change the date to May 1, 2014, by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit to the Legislature, and every 2 years thereafter, a specified business plan. The bill would make changes to the specified elements required to be included in the business plan.</p>	<p><i>Last Action</i> In Senate, referred to Committee on Transportation & Housing May 30, 2013 <i>Current Location</i> Senate Transportation & Housing Committee</p>
<u>AB 574</u>	Lowenthal	Greenhouse Gas Reduction Fund: Sustainable Communities	Direct Impact to CTC Planning Environment	<p><u>Note: this bill did not pass out of house of origin by May 31st deadline</u> This bill would require the Air Resources Board to establish standards for the use of moneys allocated in the Greenhouse Gas Reduction Fund for sustainable communities projects. This bill would require the Air Resources Board to establish the criteria for the development and implementation of regional grant programs. This bill would also require the Commission to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs.</p>	<p><i>Last Action</i> In Assembly Appropriations Committee, held in Committee May 24, 2013 <i>Current Location</i> Assembly Appropriations Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 603</u>	Cooley	Public Contracts: Design Build: Capitol Southeast Connector Project	Project Delivery	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>Existing law, until January 1, 2014, authorizes certain state and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the Capitol Southeast Connector Joint Powers Authority to utilize design-build procurement for the Southeast Connector Project in Sacramento County, subject to authorization by the commission. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill would make legislative findings and declarations as to the necessity of a special statute for Sacramento County.</p>	<p><i>Last Action</i> Amended April 16, 2013 <i>Current Location</i> Assembly Transportation Committee Not Heard in Committee April 22, 2013 as scheduled</p>
<u>AB 680</u>	Salas	Transportation Funds- Transportation: Interregional Road System	As amended, no longer impacting Funding/Financing	<p>This bill would make a technical, non-substantive change to provisions of existing law requiring funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to specified sequence of priorities, and to provide information to the Legislature to substantiate the department's proposed capital entity support budget. Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes. This bill would include State Highway Route 43 as an eligible interregional and intercounty route.</p>	<p><i>Last Action</i> In Senate, referred to Committee on Transportation & Housing May 23, 2013 <i>Current Location</i> Senate Transportation & Housing Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 690</u>	Campos	Jobs and Infrastructure Financing Districts: Voter Approval	Funding/Financing	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and provide for the creation of jobs and infrastructure financing districts (JIDs) with 55% voter approval. This bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. This bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.</p>	<p><i>Last Action</i> In Assembly, read second time and amended. Referred to Local Government Committee</p> <p><i>Current Location</i> Assembly Local Government Committee</p>
<u>AB 737</u>	Fox <i>Assembly Co-Authors:</i> Bonilla, Brown, Daly, Garcia, Harkey, Roger, Hernandez, Muratsuchi, Perea, Torres, Wagner, Wieckowski, Williams <i>Senate Co-Author:</i> Berryhill	Unmanned Aircraft Systems: Test Sites	Aeronautics	<p>This bill would require the director to prepare a proposal to establish a test site in California and would authorize the director to consult with <i>the Governor's Military Council and other specified state departments and private entities</i> in developing the proposal. This bill would require a local government that submits a proposal to the FAA to also send a copy of the proposal to specified state entities, thereby imposing a state-mandated local program. This bill would require the director to submit the proposal to the FAA if a local government does not submit a proposal to the FAA by a specified date. The bill would create the Unmanned Aircraft Systems Test Site Account in the State Treasury to accept public and private contributions to the Governor's Office of Business and Economic Development for the purposes of the bill, and would continuously appropriate the moneys in the account to the office to fund the development and completion of the application and designation process for a test site in California, with any moneys remaining in the account after test sites are designated to be allocated by the office to the infrastructure and development of the test site in the event a test site is designated in California. The bill would provide that no moneys may be allocated after 2 years from the enactment of the bill. This bill would require the director to coordinate with any local government that submits a proposal.</p>	<p><i>Last Action</i> In Senate, referred to committee May 2, 2013</p> <p><i>Current Location</i> Senate Committee on Business, Professions, and Economic Development</p>
<u>AB 749</u>	Gorell	Public Private Partnerships	Project Delivery	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would extend the sunset provision from January 1, 2017 to January 1, 2022. <i>This bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics.</i></p>	<p><i>Last Action</i> In Assembly Transportation Committee, not heard April 29, 2013</p> <p><i>Current Location</i> Assembly Transportation Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 823</u>	Egeman	California Farmland Protection Act	Environment	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would enact the California Farmland Protection Act, which would require that an applicant for a <i>lead agency reviewing a development project</i>, as defined, that involves the conversion of agricultural land to a permanent or long-term nonagricultural use, including a residential, commercial, civic, industrial, infrastructure, or other similar use, at a minimum, mitigate the identified environmental impacts associated with the conversion of these lands through the permanent protection and conservation of land suitable for agricultural uses, and would require that an adopted mitigation measure providing for the protection of agricultural land meet specified requirements. The act would require that any lands identified and proposed for conservation and protection meet specified criteria. The act would provide that a project is deemed to have fully mitigated all identified significant project-level and cumulative impacts on agricultural resources and no further mitigation is required if specified conditions are met. The act would require the Office of Planning and Research, no later than December 31, 2014, to promulgate regulations covering projects subject to the act, require that all feasible mitigation of the identified significant environmental impacts associated with the conversion of agricultural lands be completed by the project applicant, as prescribed, and would require the lead agency to consider the permanent protection or replacement of agricultural land as feasible mitigation for identified significant effects on agricultural land caused by a development project.</p>	<p><i>Last Action</i></p> <p>Passed from Assembly Natural Resources Committee April 29, 2013</p> <p><i>Current Location</i></p> <p>Assembly Agriculture Committee</p>
<u>AB 863</u>	Torres	Transit Projects: Environmental Review Process	Environment	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>Authorizes the Department of Transportation to assume responsibilities for federal review and clearance under the National Environmental Policy Act for a transit project that is subject to the act. Provides that the state consents to the jurisdiction of the federal courts in that regard, and provides that the department may not assert immunity from suit under the U.S. Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	<p><i>Last Action</i></p> <p>Referred to Committee March 4, 2013</p> <p><i>Current Location</i></p> <p>Assembly Transportation and Natural Resources Committees</p>

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

Bill #	Author	Title	Subject	Description	Status
<u>AB 1046</u>	Gordon	Department of Transportation: Innovative Delivery	Project Delivery	States the intent of the Legislature to enact legislation that would facilitate the implementation of the master agreement executed by the Department of Transportation and the Santa Clara Valley Transportation Authority for the Innovative Delivery Team Demonstration Program. This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.	<i>Last Action</i> In Senate, referred to Transportation & Housing Committee May 23, 2013 <i>Current Location</i> Senate Transportation & Housing Committee
<u>AB 1070</u>	Frazier	California Transportation Financing Authority	Funding/Financing	This bill relates to the Transportation Financing Authority Act and the Transportation Financing Authority. This bill would provide for the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds.	<i>Last Action</i> In Senate, referred to Transportation & Housing Committee and Governance & Finance Committee May 23, 2013 <i>Current Location</i> Senate Transportation & Housing Committee and Governance & Finance Committee
<u>AB 1081</u>	Medina	Economic Development: Goods-Movement Infrastructure	Funding/Financing Planning	Existing law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, public post secondary educational institutions and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include information related to infrastructure identified by state and federal transportation authorities and recommendations for private sector financing as specified.	<i>Last Action</i> In Assembly, read third time, passed to Senate May 30, 2013 <i>Current Location</i> Senate

Bill #	Author	Title	Subject	Description	Status
AB 1179	Bocanegra	Regional Transportation Plan: Sustainable Communities Strategy	Planning	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This bill would additionally require the sustainable communities strategy to identify, in consultation with each local educational agency in the region, future facilities sites, or existing facilities that may be modernized or expanded <i>how the sustainable communities strategy may impact school enrollments and capacities and the need for new school site or expansion or modernization of existing school sites, as specified.</i></p>	<p><i>Last Action</i> Amended and re-referred to Committee March 21, 2013 <i>Current Location</i> Assembly Local Government Committee</p>
AB 1194	Ammiano and V.M Perez	Safe Routes to School Program	Funding/Financing	<p>This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full time coordinator to administer the program. The bill would also delete references to a superseded federal transportation act.</p>	<p><i>Last Action</i> In Assembly, read third time, passed to Senate May 30, 2013 <i>Current Location</i> Senate</p>

Bill #	Author	Title	Subject	Description	Status
<u>AB 1290</u>	J. Perez	Transportation Planning	Direct Impact to CTC	<p>This bill would provide 2 additional voting members of the California Transportation Commission to be appointed by the Legislature, and for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without a vote. <i>This bill would also require the Governor to make every effort to assure that expertise in the transportation community that has not traditionally been represented on the Commission is reflected in future appointments to the Commission with a particular emphasis on stakeholders involved and engaged in efforts to make the State's transportation system more sustainable.</i> Would require the Planning Committee to monitor land use and transportation outcomes in accordance with regional Sustainable Communities Strategies. Would require the Regional Transportation Plan Guidelines to contain minimum requirements relating to alternative land use scenarios and corresponding transportation systems. Would require each Metropolitan Planning Organization to make an <i>biennial</i> report to the Commission describing progress in implementing the Sustainable Communities Strategy and in attaining greenhouse gas emissions reductions, <i>beginning on or before October 15, 2014.</i> Would require the Commission to include in the Annual Report, <i>the Commission and the Strategic Growth Council's assessment of state progress in achieving greenhouse gas emissions reductions from land use and transportation planning. The bill would require each transportation planning agency's report to include an assessment of the region's progress made and challenges faced in implementing policies and projects in the Sustainable Communities Strategy.</i> Would require the Regional Transportation Improvement Plan to identify the relationship of each project include a discussion of how the program relates to the Sustainable Communities Strategy.</p>	<p><i>Last Action</i> In Assembly, read third time, passed to Senate May 29, 2013 <i>Current Location</i> Senate</p>
<u>ACA 8</u>	Blumenfeld	Local Government Financing: Voter Approval	Funding/Financing	<p>Note: this bill did not pass out of house of origin by May 31st deadline This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness in the form of general obligation bonds to fund specified public improvements and facilities including transportation infrastructures, streets and roads, sidewalks, transit systems, highways, freeways etc.</p>	<p><i>Last Action</i> Amended and re-referred to Committee April 4, 2013 <i>Current Location</i> Assembly Local Government and Appropriations Committees</p>

Bill #	Author	Title	Subject	Description	Status
<u>AJR 6</u>	Fox	Unmanned Aircraft Systems: Test Sites	Aeronautics	This measure would request the Federal Aviation Administration to consider California as one of the 6 planned test sites for unmanned aircraft systems and integration of those systems into the next generation air transportation system.	<p><i>Last Action</i> Re-referred to Senate Housing and Transportation Committee May 9, 2013</p> <p><i>Current Location</i> Senate Transportation and Housing Committee</p>
<u>SB 1</u>	Steinberg	Sustainable Communities Investment Authority	Funding/Financing Planning	This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.	<p><i>Last Action</i> In Senate, read third time, passed to Assembly May 28, 2013</p> <p><i>Current Location</i> Assembly</p>
<u>SB 15</u>	Padilla	Aviation: Unmanned Aircraft Systems	Aeronautics	This bill would, under existing civil and criminal provisions, provide that engaging in the prohibited activities with devices or instrumentalities affixed to or contained within an unmanned aircraft system is included within the prohibitions. With respect to the criminal provisions, the bill would impose a state mandated local program by changing the definition of a crime. This bill would also provide that an unmanned aircraft system may not be equipped with a weapon. This bill would define "unmanned aircraft system" for all of these purposes. <i>This bill would additionally require that an application for a search warrant specify if an unmanned aircraft system, as defined, will be used in the execution of the search warrant, and the intended purpose for which the unmanned aircraft system will be used.</i>	<p><i>Last Action</i> In Senate, read third time, passed to Assembly May 28, 2013</p> <p><i>Current Location</i> Assembly</p>

Bill #	Author	Title	Subject	Description	Status
<u>SB 33</u>	Wolk and Frazier	Infrastructure Financing Districts: Voter Approval	Funding/Financing	This bill would revise provisions governing infrastructure financing districts. This bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. This bill would authorize the creation of such district subject to specified procedure and would authorize a district to finance specified actions and projects including : highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	<i>Last Action</i> In Assembly, referred to Committee May 16, 2013 <i>Current Location</i> Assembly Local Government Committee
<u>SB 110</u>	Steinberg	California Transportation Commission: Guidelines	Direct Impact to the Commission	This bill would establish specific procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedures Act. Similar Bills: SB 1348 (Steinberg, 2010) – Vetoed by Governor on September 30, 2010 and SB 126 (Steinberg, 2011) – Amended to relate to agriculture labor relations	<i>Last Action</i> In Assembly, referred to Committee May 9, 2013 <i>Current Location</i> Assembly Transportation Committee and Accountability & Administrative Review Committee
<u>SB 408</u>	De Leon	Transportation Funds	Funding/Financing	<u>Note: this bill did not pass out of house of origin by May 31st deadline</u> This bill relates to transportation funds available for capital improvement projects. This bill would provide that remaining funds are available for the study of, and development and implementation of, capital improvement projects.	<i>Last Action</i> Referred to Committee February 28, 2013 <i>Current Location</i> Senate Rules Committee
<u>SB 425</u>	DeSautnier	Public Works Peer Review Act of 2013	Project Delivery	This bill would enact the Public Works Peer Review Act of 2013 and would allow a public agency, principally tasked with administering, planning, developing, and operating a public works project, to establish a specified peer review group, as defined, and would require the administering agency, if a peer review group is established, to draft a charter, published on the agency's website, related to the duties of the peer review group.	<i>Last Action</i> In Senate, read third time, passed to Assembly May 24, 2013 <i>Current Location</i> Assembly
<u>SB 444</u>	De Leon	State Highway Route 86: Relinquishment	Direct Impact to the Commission	<u>Note: the legislative authority for this relinquishment is now being undertaken in SB 788.</u> This bill would authorize the Commission to relinquish to the cities of Brawley, El Centro, and Imperial and the County of Imperial, specified portions of State Route 86 under certain conditions. This bill redesignates a specified portion of such route as part of State Route 78 following relinquishment and requires the relinquishments to be done at no cost to the state, unless the Commission makes a finding of need.	<i>Last Action</i> Referred to Committee April 11, 2013 <i>Current Location</i> Senate Transportation and Housing Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 486</u>	DeSaulnier	Office of Legal Compliance and Ethics	Direct Impact to the Commission	<p>This bill would create the Office of Legal Compliance and Ethics (office) within the agency and require the director of the office to organize the office with the approval of the audit committee, as defined. The bill would vest the office with responsibility for, among other things, acting to prevent and detect serious breaches of Department of Transportation (department) policy, and fraud, waste, and abuse within the department, including any acts of criminal conduct within the department. The bill would require the office to conduct internal audits of the department, and would provide that the office have access to specified records and personnel, and other material necessary to conduct audits and investigations. The bill would require the director of the office to report quarterly, at a noticed public hearing of the commission, regarding performance of and activities related to investigations and to report annually to the Governor and the Legislature with a summary of his or her investigations. The bill would require the summary to be posted on the agency's Internet Web site. The bill would require the director to provide information and evidence relating to criminal acts to the State Auditor's office and appropriate law enforcement officials and to, and refer matters for further civil, criminal, and administrative action to appropriate administrative and prosecutorial agencies, including the Attorney General.</p>	<p><i>Last Action</i> In Senate, read third time, passed to Assembly May 28, 2013 <i>Current Location</i> Assembly</p>
<u>SB 661</u>	Hill	False Advertising	Project Delivery	<p>Note: this bill did not pass out of house of origin by May 31st deadline Eliminates the requirement in existing law that any article, unit, or part of the merchandise be substantially manufactured in the United States in order for the merchandise to advertise that it is made in the United States. Provides any merchandise that has been substantially made, manufactured, or produced within the United States if specified requirements are met. Creates a rebuttable presumption if an independent 3rd party verification entity certifies that merchandising meets the requirements.</p>	<p><i>Last Action</i> Heard in Senate Judiciary Committee May 7, 2013 <i>Current Location</i> Senate Judiciary Committee</p>

Bill #	Author	Title	Subject	Description	Status
<u>SB 731</u>	Steinberg	Environment: California Environmental Quality Act	Environment	This bill would enact the "CEQA Modernization Act of 2013" which would revise the California Environmental Quality Act to, among other things, provide greater certainty for smart infill development. States the intent of the Legislature to provide funds annually to the Strategic Growth Council for the purposes of providing planning incentive grants to local and regional agencies to implement Sustainable Communities Strategies. May 7th version adds a requirement for the Attorney General to annually submit to the Legislature a report containing specified information on CEQA litigation in the state, removes reference to funding from the Alternative and Renewable Fuel and Vehicle Technology Fund, and would require appropriation of funds by the Legislature for the Strategic Growth Council.	<i>Last Action</i> In Senate, read third time, passed to Assembly May 29, 2013 <i>Current Location</i> Assembly
<u>SB 788</u>	Senate Transportation and Housing Committee	Transportation	Direct Impact to CTC	This bill would make changes to several sections of law relating to transportation. Specifically of interest to the Commission, this bill would allow the Commission to relinquish the following State Routes: 25, 68, 74, and 86. This bill also specifies that the relinquishments must be done at no cost to the state unless the Commission makes a finding of need.	<i>Last Action</i> In Senate, read third time, passed to Assembly May 16, 2013 <i>Current Location</i> Assembly
<u>SB 791</u>	Wyland	Motor Vehicle Fuel Tax: Rate Adjustment	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel and would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. Provides the rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease. Provides the rate may increase upon a future act by the Legislature.	<i>Last Action</i> Referred to Committee April 11, 2013 <i>Current Location</i> Senate Committees on Transportation and Housing and Governance and Finance Not heard in Transportation and Housing Committee April 30, 2013
<u>SB 811</u>	Lara	State Highway Route 710	Project Delivery	Imposes various requirements on the Department of Transportation with respect to the I-710 expansion project in the County of Los Angeles. Requires the lead agency to consider, within the environmental review process for the project, alternative to address the air quality, public health, and mobility impacts the projects will have on neighboring communities. Requires the EIR to contain information on investments in mitigation for those communities. Requires submission of a related report to the Legislature.	<i>Last Action</i> In Senate, read third time, passed to Assembly May 29, 2013 <i>Current Location</i> Assembly

Bill #	Author	Title	Subject	Description	Status
SCA 1	Wyland	State Auditor: Duties	Direct Impact to the Commission	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This measure would require the California State Auditor to biennially conduct a specified financial audit and performance evaluation of each state program, including the administration or oversight of that program by the department or agency that is responsible for the program, and submit a report of the results of that financial audit and performance evaluation to the Legislature, as prescribed. This measure would require the committee that considers the budget in each house of the Legislature to meet and consider recommendations made in each performance evaluation within 90 days of submission by the California State Auditor. This measure would require the California State Auditor to make each financial audit and performance evaluation available to the public on an Internet Web site and in hardcopy format and require the Legislature to appropriate to the California State Auditor's Office funds as necessary to implement these provisions</p>	<p>Last Action Re-referred to Committee February 7, 2013</p> <p>Current Location Senate Committees on Governmental Organization and Elections & Constitutional Amendments</p>
SCA 4	Liu Senate Co-Author: Pavley Assembly Co-Author: Bonilla	Local Government Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</p>	<p>Last Action Re-referred to Senate Transportation and Housing Committee May 29, 2013</p> <p>Current Location Senate Transportation and Housing Committee</p> <p>Commission Adopted Position Support position adopted 1-8-13</p> <p>Support letter issued 1-14-13</p>
SCA 6	DeSaulnier	Initiative Measures: Funding Source	Funding/Financing	<p>Note: this bill did not pass out of house of origin by May 31st deadline</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	<p>Last Action In Senate, read second time, to third reading May 24, 2013</p> <p>Current Location Senate Third Reading File</p>

Bill #	Author	Title	Subject	Description	Status
<u>SCA 8</u>	Corbett <i>Assembly Co-Author: Wiekowski</i>	Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, <i>if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	<i>Last Action</i> Re-referred to Senate Transportation and Housing Committee May 29, 2013 <i>Current Location</i> Senate Transportation and Housing Committee <i>Commission Adopted Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13
<u>HR 711</u>	Foxx	Federal Transportation Projects and Wage Requirements	Project Delivery	This bill would enact the "Highway Trust Fund Reform Act of 2013" and would amend Titles 23 and 49 of the United States Code to repeal wage requirements applicable to laborers and mechanics employed on Federal-aid highway and public transportation construction projects	<i>Last Action</i> Referred to Committee February 15, 2013 <i>Current Location</i> House Committee on Transportation and Infrastructure: referred to Subcommittee on Highways and Transit
<u>HR 1419</u>	Hahn	Bridge Repair and Reconstruction Grants	Funding/Financing	This bill would enact the "Bridge to Jobs Act" and would provide funding to each state to cover all the costs to repair or reconstruct a bridge determined by the Federal Highway Administration to be structurally deficient.	<i>Last Action</i> Referred to Committee April 10, 2013 <i>Current Location</i> House Committee on Transportation and Infrastructure: referred to Subcommittee on Highways and Transit

Bill #	Author	Title	Subject	Description	Status
<u>HR 1544</u>	Petri	Urban and Regional Rail Corridor Development	Funding/Financing	This bill would enact the "National High Performance Passenger Rail Transportation-Oriented Development Act of 2013" which would promote transportation-oriented development and encourage dedicated revenue sources for urban and regional rail corridor development.	<i>Last Action</i> Referred to Committee April 15, 2013 <i>Current Location</i> House Committee on Transportation and Infrastructure: referred to Subcommittees on Highways & Transit and Railroads, Pipelines & Hazardous Materials
<u>S 208</u>	Feinstein	Helicopter Noise Reduction Regulations	Aeronautics	This bill would require the Federal Aviation Administration to prescribe regulations to reduce helicopter noise pollution in residential areas in Los Angeles County, California.	<i>Last Action</i> Referred to Committee February 4, 2013 <i>Current Location</i> Senate Committee on Commerce, Science, and Transportation

