FRESNO COG MONTHLY LEGISLATIVE WATCH
June 2011

FEDERAL

H.R. 662 – Surface Transportation Extension Act of 2011 (SAFETEA-LU)
This bill passed favorably in Congress and signed by the President on March 4, 2011. Extended programs through September 30, 2011.

H.R. 658 – FAA Reauthorization and Reform Act of 2011 (Mica)
Terminates the Essential Air Service (EAS) Program on October 2013 in all states except Alaska and Hawaii. EAS provides federal subsidies to approximately 140 rural communities across the country that otherwise would not receive any scheduled air service. Bill includes other proposals. Passed the House April 1st. Senate's version increases spending for EAS. Apr 7, 2011, bill passed in the Senate with changes by Unanimous Consent. Last Action: Apr 8, 2011: Message on Senate action sent to the House

H.R. 760- San Joaquin Valley USDA Rural Definition Inclusion Act (Nunes)
Authorizes the Secretary of Agriculture to designate certain parts of the San Joaquin Valley as rural area for purposes of programs under the Consolidated Farm and Rural Development Act. Includes the counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare. Currently in House Committee. Introduced Feb. 17, 2011and Referred to the House Committee on Agriculture.

H.R. 761- San Joaquin Valley Transportation Enhancement Act of 2011 (Nunes, McCarthy, Denham)
Allow federal funding provided to the State of California as a result of the American Recovery and Reinvestment Act of 2009 for the purpose of developing the high-speed rail service be used for a project or activity to improve or maintain California State Route 99. Bill includes other proposals. Bill is now in House Sub-Committee. Introduced on Feb. 17, 2011 and Referred to House Committee on Transportation and Infrastructure: Referred to the Subcommittee on Highways and Transit on Feb 18, 2011.

H.R. 1585 – Funds in Lieu of Participating in Federal Program (Lankford)
Introduced March 15, 2011. This bill would allow States to elect to receive contributions to the Highway Trust Fund in lieu of participating in the Federal aid highway program or certain public transportation programs. As of April 18, 2011, it is in the House Committee on Transportation & Infrastructure: Referred to Subcommittee on Highways and Transit.

S. 198 & 199 – Redistribution of Unspent Earmarks Act of 2011 & Use it or Lose it Act of 2011 (Casey)
Return and redistribute funds made available from the Highway Trust Fund through an earmark for fiscal year 2008 or preceding fiscal year that remain unobligated as of the date of enactment to the State in which earmarked funds were directed to be used. NOTE: **S. 199** would set a timeframe for all future Highway Trust Fund earmarks to be obligated within 3 years. If not obligated within the time frame, funds would be returned to the State with jurisdiction over the original earmark. Currently in Senate Committee.

H.R. 1582 – Commonsense Ozone Regulations Act (McCarthy, Denham, Issa, Nunes)
Gives the San Joaquin Valley and the Los Angeles area a five-year pass from stricter limits on ground-level ozone – the main ingredient in smog. Would eliminate a $29 million fine by eliminating EPA's one hour ozone standard, which was put in place in 1979 and vacated when a tougher eight-hour standard was issued. Currently in House Committee.

H.R. 1604 – Alleviate Extra Regulatory Burdens and Reduce Costs (Denham, Cardoza, Herger, McCarthy, Nunes)
Would streamline processes for federally funded construction projects in the Central Valley. Streamlining would eliminate the duplication of efforts in satisfying environmental review processes, allowing the federal requirements of the National Environmental Protection Act (NEPA) to be satisfied with the completion of the California Environmental Quality Act (CEQA). Currently in House Committee.

Fresno Council of Governments Monthly Legislative Report
6/2/2011 (STATE)

AB 16 **(Perea D) High-Speed Rail Authority.**
Introduced: 12/6/2010
Status: 6/2/2011-Action From THIRD READING: Read third time.Passed Assembly to SENATE.
Location: 6/2/2011-S. SENATE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would require the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.

Position

Notes 1: Similar Bill: AB 1830 (Jones, 2010)- Vetoed by Governor on Sept. 30, 2010

AB 101 **(Committee on Budget) Community redevelopment.**
Introduced: 1/10/2011
Last Amend: 3/15/2011
Status: 5/16/2011-Read second time. Ordered to third reading. Re-referred to Com. on B. & F.R. pursuant to Joint Rule 10.5. From committee: Do pass. (Ayes 9. Noes 7.) (March 16). Ordered to third reading.
Location: 5/16/2011-S. THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Current law provides that an action may be brought to review the validity of the adoption or amendment of a redevelopment plan by an agency, to review the validity of agency findings or determinations, and other agency actions. This bill would revise the provisions of law authorizing an action to be brought against the agency to determine or review the validity of specified agency actions. This bill contains other related provisions and other current laws.

Position

Notes 1:

AB 145 **(Galgiani D) High-speed rail.**
Introduced: 1/13/2011
Last Amend: 6/1/2011
Status: 6/1/2011-Read third time and amended. Ordered to third reading.
Location: 6/1/2011-A. THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Current law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would revise and recast these provisions by repealing and reenacting the California High-Speed Train Act. The bill would continue the High-Speed Rail Authority in existence solely as an advisory body, notwithstanding any other provision of law . The bill would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency . The bill would transfer certain of the current powers and responsibilities of the authority to the department and would specify additional powers and duties of the department relative to implementation of the high-speed rail project . The director of the department would be appointed by the Governor , and the Governor would be authorized to appoint up to 10 officers of the department who would be exempt from civil service and serve at the pleasure of the director. The bill would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project. The bill would enact other related provisions.

Position

Notes 1:

AB 208 **(Fuentes D) Land use: subdivision maps: expiration dates.**
Introduced: 1/31/2011
Last Amend: 4/7/2011
Status: 5/12/2011-Referred to Com. on GOV. & F.
Location: 5/12/2011-S. G. & F.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	**Policy**	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would extend by 24 months the expiration date of any approved tentative map or vesting tentative map that has not expired as of the effective date of this act and will expire prior to January 1, 2014. By adding to the procedures that local agency officials must follow, this bill would impose a state-mandated local program. This bill contains other related provisions and other current laws.

Position

Notes 1:

AB 209 **(Ammiano D) Environment: CEQA: lead agency: documents.**
Introduced: 1/31/2011
Last Amend: 3/31/2011
Status: 5/26/2011-Referred to Com. on E.Q.
Location: 5/26/2011-S. E.Q.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	**Policy**	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would require that an environmental impact report or a negative declaration as defined by CEQA include a description of how the draft environmental impact report or negative declaration can be provided in an electronic format. Because a lead agency would be required to provide this description in the notice, this bill would impose a state-mandated local program. This bill contains other related provisions and other current laws.

Position

Notes 1:

AB 231 **(V. Manuel Pérez D) Economic development: economic development areas.**
Introduced: 2/2/2011
Last Amend: 4/15/2011
Status: 4/25/2011-Re-referred to Com. on J., E.D. & E.
Location: 4/25/2011-A. J., E.D. & E.

2Year Dead	Desk	**Policy**	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would rename the Enterprise Zone Act as the California Economic and Community Development Zone Act. This bill contains other related provisions and other current laws.

Position

Notes 1:

AB 296 **(Skinner D) Building standards: cool pavement.**
Introduced: 2/9/2011
Last Amend: 5/27/2011
Status: 6/1/2011-Read third time. Passed. Ordered to the Senate.
Location: 6/1/2011-S. SENATE

2Year Dead	Desk	Policy	Fiscal	Floor	**Desk**	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would establish the Cool Pavements Research and Implementation Act and would require the department, in consultation 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 . This bill contains other related provisions and other current laws.

Position

Notes 1:

AB 492 **(Galgiani D) High-Speed Rail Authority.**
Introduced: 2/15/2011
Status: 6/2/2011-Action From THIRD READING: Read third time.Passed Assembly to SENATE.
Location: 6/2/2011-S. SENATE

2Year Dead	Desk	Policy	Fiscal	Floor	**Desk**	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would authorize the High-Speed Rail Authority to consider, to the extent permitted by federal and state law, the creation of jobs in California when awarding major contracts or purchasing high-speed trains, as specified.

Position

Notes 1:

AB 615 **(Lowenthal, Bonnie D) High-speed rail.**
Introduced: 2/16/2011
Last Amend: 4/28/2011
Status: 6/1/2011-Read third time. Passed. Ordered to the Senate.
Location: 6/1/2011-S. SENATE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Current law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of $9.95 billion for high-speed train capital projects and other associated purposes. This bill would enact similar exceptions, authorizations, and exemptions relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority , and would require the authority to provide a record of real property parcels it owns to the Department of General Services by July 1, 2014, and annually thereafter . The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system. This bill contains other related provisions and other current laws.

Position

Notes 1:

AB 710 **(Skinner D) Local planning: infill and transit-oriented development.**
Introduced: 2/17/2011
Last Amend: 5/31/2011
Status: 6/2/2011-Action From THIRD READING: Read third time.Passed Assembly to SENATE.
Location: 6/2/2011-S. SENATE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill contains other related provisions and other current laws.

Position

Notes 1:

AB 892 **(Carter D) Department of Transportation: environmental review process: federal pilot program.**
Introduced: 2/17/2011
Last Amend: 5/10/2011
Status: 5/26/2011-Referred to Coms. on T. & H. and E.Q.
Location: 5/26/2011-S. T. & H.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would require the report to be submitted no later than January 1, 2015 , and again, no later than January 1, 2018 . This bill contains other related provisions and other current laws.

Position
Support

Notes 1: Sent letter of support

AB 1229 **(Feuer D) Transportation: financing: federal highway grant anticipation notes.**
Introduced: 2/18/2011
Last Amend: 5/27/2011
Status: 6/2/2011-Action From THIRD READING: Read third time.Passed Assembly to SENATE.
Location: 6/2/2011-S. SENATE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would , subject to the approval of the commission and after notification to the Department of Transportation and the Treasurer, authorize a transportation planning agency, for purposes of funding transportation projects from notes secured by federal transportation funds, to commit up to 50% of its share of apportionments of specified federal transportation funds that are apportioned to

transportation planning agencies.

Position

Notes 1:

AB 1411 **(Committee on Jobs, Economic Development, and the E) Economic development: omnibus bill.**
Introduced: 3/10/2011
Status: 5/26/2011-In Senate. Read first time. To Com. on RLS. for assignment.
Location: 5/26/2011-S. RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Current law requires the Department of Housing and Community Development to submit a report to the Legislature every 5 years evaluating specified effects of enterprise zones. This bill would repeal, recast, and make various changes to these provisions. This bill contains other related provisions and other current laws.

Position

Notes 1:

ABX1 2 **(Logue R) State Air Resources Board: alternative actions to assessing penalties.**
Introduced: 12/6/2010
Status: 12/7/2010-From printer.
Location: 12/6/2010-A. PRINT

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would authorize the State Air Resources Board, in lieu of assessing penalties for a violation of an air pollution control law administered by the state board, to require a person who has violated that law to spend an amount equivalent to the amount that would have been assessed for the violation toward actions to comply with the air pollution control law that was violated or toward a supplemental environmental project, as defined. This bill contains other related provisions and other current laws.

Position

Notes 1:

Notes 1:

ABX1 8 **(Ma D) Transportation bond funds.**
Introduced: 12/6/2010
Status: 12/7/2010-From printer.
Location: 12/6/2010-A. PRINT

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would declare that it is to take effect immediately as an urgency statute. This bill contains other current laws.

Position
Watch

Notes 1:

ABX1 11 **(V. Manuel Pérez D) Economic development: enterprise zones: targeted employment areas.**
Introduced: 2/2/2011
Status: 2/3/2011-From printer.
Location: 2/2/2011-A. PRINT

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: The Enterprise Zone Act provides that its purpose is to stimulate business and industrial growth in the depressed areas of the state by relaxing regulatory controls that impede private investment. The act defines a targeted employment area as an area composed solely of those census tracts in which at least 51% of the residents of those census tracts, determined as specified, are of low- or moderate-income levels. This bill would modify the definition of a targeted employment area, as specified. This bill contains other related provisions and other current laws.

Position

Notes 1: Relates to AB 231 and AB 232

SB 16 **(Rubio D) Renewable energy: Department of Fish and Game: expedited permitting.**

Introduced: 12/6/2010
Last Amend: 5/27/2011
Status: 6/1/2011-Read third time. Urgency clause adopted. Passed. (Ayes 35. Noes 3.) Ordered to the Assembly.
Location: 5/31/2011-S. THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would require the department to take prescribed procedural steps regarding applications for certain eligible renewable energy projects, including determining whether the application is complete or incomplete, notifying the applicant of its determination, and approving or rejecting an incidental take permit application for an eligible project 60 days or less from the date the application is deemed complete, unless a longer period is agreed upon by the department and applicant. The bill would require the department to provide an accounting to the Legislature on incidental take permit applications for eligible renewable energy projects, and to report to the Legislature on the extent to which it arranges for entities other than itself to provide all or part of the environmental review of eligible renewable energy projects. This bill contains other related provisions and other current laws.

Position

Notes 1:

SB 46 **(Correa D) Public officials: compensation disclosure.**
Introduced: 12/9/2010
Last Amend: 5/31/2011
Status: 5/31/2011-Read second time and amended. Ordered to third reading.
Location: 5/31/2011-S. THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. This bill contains other related provisions and other current laws.

Position

Notes 1:

SB 77 **(Committee on Budget and Fiscal Review) Community redevelopment.**
Introduced: 1/10/2011
Last Amend: 3/15/2011
Status: 3/17/2011-Motion to reconsider continued to June 2.
Location: 3/16/2011-A. RECONSIDERATION

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Current law provides that an action may be brought to review the validity of the adoption or amendment of a redevelopment plan by an agency, to review the validity of agency findings or determinations, and other agency actions. This bill would revise the provisions of law authorizing an action to be brought against the agency to determine or review the validity of specified agency actions. This bill contains other related provisions and other current laws.

Position

Notes 1:

SB 81 **(Committee on Budget and Fiscal Review) Transportation.**
Introduced: 1/10/2011
Last Amend: 3/14/2011
Status: 3/14/2011-From committee with author's amendments. Read second time and amended. Re-referred to Com. on BUDGET.
Location: 3/14/2011-A. BUDGET

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: In fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account

revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other current laws.

Position
Watch

Notes 1:

SB 126 **(Steinberg D) California Transportation Commission: guidelines.**
Introduced: 1/27/2011
Status: 5/23/2011-In Assembly. Read first time. Held at Desk.
Location: 5/23/2011-A. DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: Would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other current laws.

Position

Notes 1: Identical version of bill vetoed . Last year an identical bill, SB 1348 (Steinberg), unanimously passed this committee and both houses of the Legislature. Governor Schwarzenegger vetoed the bill. In his veto message he wrote, "This bill is unnecessary as it establishes a formal process which is very similar to the process already used by the CTC."

SB 325 **(Rubio D) Central California Railroad Authority.**
Introduced: 2/14/2011
Last Amend: 5/11/2011
Status: 5/27/2011-Referred to Coms. on L. GOV. and TRANS.
Location: 5/27/2011-A. L. GOV.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: 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 regional transportation planning agencies of 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 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 member regional transportation agencies 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. This bill contains other related provisions and other current laws.

Position
Support

Notes 1:

SB 475 **(Wright D) Infrastructure financing.**
Introduced: 2/17/2011
Last Amend: 5/3/2011
Status: 5/19/2011-Referred to Com. on L. GOV.
Location: 5/19/2011-A. L. GOV.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Summary: 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 .

Position

Notes 1:

Total Measures: 23
Total Tracking Forms: 24

CHAPTERED, 2 YEAR, OR DEAD BILLS TRACKED BY FRESNO COG
6/2/2011

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

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/25/2011)

Summary: Would establish the High-Speed Rail Local Master Plan Pilot Program, applicable to specified cities and counties, and would authorize each of those jurisdictions to prepare and adopt, by ordinance, a master plan for development in the areas surrounding the high-speed rail system in each jurisdiction. The bill would authorize the high-speed rail master plan to include incentives for encouraging investment and coherent growth in the areas surrounding the high-speed rail system in each participating jurisdiction. The bill would also authorize the participating jurisdictions to collaborate with the State Air Resources Board to develop incentives to encourage development while concurrently reducing greenhouse gas emissions, consistent with or pursuant to the California Global Warming Solutions Act of 2006 or another specified provision of law requiring the board to provide greenhouse gas emission reduction targets for the preparation of regional sustainable communities strategies. The bill would authorize the master plan to exceed the requirements of the jurisdiction's general plan or the applicable regional sustainable communities strategy with respect to fostering sustainable communities around the high-speed rail system. This bill contains other related provisions and other current laws.

Position
Watch

AB 76 **(Harkey R) High-speed rail.**

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/11/2011)

Summary: Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012.

Position

AB 105 **(Committee on Budget) Transportation.**

Chapter Number: 6

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

Summary: In fiscal years 2010-11 and 2011-12, would require the Controller to transfer specified amounts of revenues deposited in the State Highway Account from vehicle weight fees to the Transportation Debt Service Fund to be used for reimbursement of the General Fund for payment of current general obligation bond debt service for specified voter-approved transportation bonds, in lieu of the previously authorized gasoline excise tax revenues and Public Transportation Account revenues. In subsequent years, the bill would require all vehicle weight fee revenues to be transferred for this purpose. The bill would make appropriations in this regard. The bill would require the Department of Finance to notify the Controller of the amount of debt service relating to expenditures for eligible mass transit guideway projects that may be paid from revenues restricted by Article XIX of the California Constitution. This bill contains other related provisions and other current laws.

Position
Support

AB 128 **(Logue R) State Air Resources Board: alternative actions to assessing penalties.**

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/27/2011)

Summary: Would authorize the State Air Resources Board, in lieu of assessing penalties for a violation of an air pollution control law administered by the state board, to require a person who has violated that law to spend an amount equivalent to the amount that would have been assessed for the violation toward actions to comply with the air pollution control law that was violated or toward a supplemental environmental project, as defined.

Position

AB 133 **(Galgiani D) High-speed rail.**

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/3/2011)

Summary: Would require federal funds made available to the state for high-speed rail purposes under the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the federal Consolidated Appropriations Act, 2010 to be available, upon appropriation, for certain work on one or more specified rail corridors approved by the Federal Railroad Administration, in a manner consistent with certain provisions of, and subject to certain conditions of, the Safe, Reliable High-Speed

Passenger Train Bond Act for the 21st Century.

Position

AB 148 **(Smyth R) Local government: ethics training: disclosure.**

Status: 5/28/2011-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)

Summary: Current law, for purposes of ethics training for officers and employees of a local government, defines the term ethics laws to include, among others, laws relating to government transparency. This bill would additionally define the term ethics laws to include compensation setting guidelines as established by specified organizations or the local agency. This bill contains other related provisions and other current laws.

Position

AB 157 **(Jeffries R) Safe, Clean, and Reliable Drinking Water Supply Act of 2012.**

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was W.,P. & W. on 2/24/2011)

Summary: Would reduce by 25% the total amount of bonds authorized to be issued pursuant to the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, and would make conforming reductions to amounts specified to be allocated from these bond funds for certain purposes. This bill contains other related provisions.

Position

AB 232 **(V. Manuel Pérez D) Economic development: Enterprise Zones.**

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was J., E.D. & E. on 2/10/2011)

Summary: The Enterprise Zone Act provides that its purpose is to stimulate business and industrial growth in the depressed areas of the state by relaxing regulatory controls that impede private investment. This bill would delete that purpose and instead provide that the purpose of the act is to help stabilize local communities, alleviate poverty, and enhance the state's economic prosperity through the implementation of public and privately funded programs and services that stimulate business and industrial growth in the depressed areas of the state. This bill contains other related provisions and other current laws.

Position

AB 365 **(Galgiani D) High-speed rail: contracts: small businesses.**

Status: 5/28/2011-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)

Summary: Current law provides for various programs to encourage the participation of small businesses, as certified by the Department of General Services, in state agency contracts, and sets forth the duties of the Director of General Services and the directors of other state agencies in this regard. Current law imposes various penalties for certain unlawful actions in obtaining classification as a small business or in engaging in other unlawful actions. This bill would enact similar penalties relative to the certification of businesses as small business enterprises by the authority and for other unlawful actions.. This bill contains other current laws.

Position

AB 441 **(Monning D) State planning.**

Status: 5/28/2011-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)

Summary: Would require the California Transportation Commission to include health issues, as specified, in the guidelines promulgated by the commission for the preparation of regional transportation plans. This bill contains other related provisions and other current laws.

Position

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

Status: 5/13/2011-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2011)

Summary: Current 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.

Position

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

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/3/2011)

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to

prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require the Office of Planning and Research, in consultation with specified entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. The bill would provide that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA. Because a lead agency would be required to determine whether a project would meet the percentage reduction established by the guidelines, this bill would impose a state-mandated local program. This bill contains other related provisions and other current laws.

Position

AB 676 **(Torres D) Transportation funds.**

Status: 5/13/2011-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/3/2011)

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

Position

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

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 5/3/2011)

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would additionally exempt a roadway improvement project or activity that is undertaken by a city, county, or city and county. Because a lead ag ency would be required to determine whether a project falls within the above exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other current laws.

Position

Support

AB 953 **(Jones R) High-speed rail.**

Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/26/2011)

Summary: Would provide that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. The bill would require the authority to contract with the Institute of Transportation Studies at the University of California at Berkeley to complete a revised ridership study, using the ridership methodology of the institute. The bill would require the authority to use that ridership study as the basis for subsequent environmental studies. The bill would also require the authority to reconsider its adoption of the optimal high-speed rail route based both on the new ridership study and the ridership methodology.

Position

AB 1206 **(Galgiani D) High-speed rail: contracts: small businesses.**

Status: 5/28/2011-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)

Summary: Would require the authority to identify essential components of, and adopt, a small

business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system and to adopt an oversight and accountability program for the small business enterprise program . The bill would require the authority to report annually to the Department of General Services and Legislature in that regard and post the report on its Internet Web site .

Position

AB 1308 **(Miller R) Highway Users Tax Account: appropriation of funds.**
Status: 5/28/2011-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/27/2011)
Summary: Would thereby make an appropriation. The bill would authorize the Controller to make estimates in order to implement these provisions.

Position
Watch

SB 22 **(La Malfa R) High-speed rail.**
Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/31/2011)
Summary: Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. This bill would reduce the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012 .

Position

SB 250 **(Rubio D) Environment quality: CEQA: categorical exemptions: addition and deletion.**
Status: 5/16/2011-In Assembly. Read first time. Held at Desk.
Summary: Would make technical, nonsubstantive changes to the provision regarding the addition or deletion of a class of projects.

Position

SB 392 **(Gaines R) Transportation: California Transportation Commission.**
Status: 5/13/2011-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/24/2011)
Summary: Current 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 comission, the alteration is for the best interest of the state. This bill would make a nonsubstantive change to these provisions.

Position

SB 733 **(Price D) High-speed rail: business plan: contracts: small business participation.**
Status: 5/28/2011-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/23/2011)
Summary: Would require the authority, in awarding contracts for the construction of the high-speed rail system with state or federal funds, to develop a strategy in conjunction with the Employment Development Department to ensure that at least 25% of the project workforce used at each authority worksite is from the local workforce, and to report on that strategy in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted on March 1, 2012 . This bill contains other related provisions.

Position

SB 735 **(Price D) Environmental quality: CEQA: judicial review: procedures.**
Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 4/28/2011)
Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require the hearing to commence within 9 months of the date of the filing of the action or proceeding. This bill contains other related provisions and other current laws.

Position

SB 867 **(Padilla D) Build California Bonds.**
Status: 5/10/2011-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/7/2011)

Summary: Would, in addition, provide for the authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. The bill would provide for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. The bill would limit the principal amount of bonds to be issued by the authority under these provisions to $5 billion over a 5-year period commencing January 1, 2012. The bill would enact other related provisions.

Position

Total Measures: 23
Total Tracking Forms: 23