FRESNO COG MONTHLY LEGISLATIVE REPORT
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 and House with changes by Unanimous Consent. May 9, 2011: Senate action sent to the House. The bill will now proceed to a conference committee of senators and representatives to work out differences in the versions of the bill each chamber approved.

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. Apr 18, 2011: House Committee on Transportation and Infrastructure: Referred to the Subcommittee on Highways and Transit.

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.

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. Apr 25, 2011: House Committee on Energy and Commerce: Referred to the Subcommittee on Energy and Power.

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.

H.R.2389 - Environmental Review Cooperation Act (Miller, co-sponsored by: Denham, Issa, Cardoza, Bilbray, Thompson, Rohrabacher, Calvert, and McCarthy.
Introduced on Jun 24, 2011: Referred to the House Committee on Transportation and Infrastructure. The bill would create a new pilot demonstration program whereby States and local governments could carry out the responsibilities of the Secretary of Transportation with respect to highway projects through implementation of State environmental laws instead of Federal laws.

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. Apr 19, 2011: House Natural Resources: Referred to the Subcommittee on Water and Power.

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AB 16 **(Perea D) High-Speed Rail Authority.**
Introduced: 12/6/2010
Status: 6/28/2011-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (June 28). Re-referred to Com. on APPR.
Location: 6/28/2011-S. APPR.

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) Health and human services.**
Introduced: 1/10/2011
Last Amend: 6/28/2011
Status: 6/29/2011-Read second time. Ordered to third reading.
Location: 6/29/2011-S. 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 Lanterman Developmental Disabilities Services Act, authorizes the State Department of Developmental Services to contract with regional centers to provide services and supports to individuals with developmental disabilities. This bill would, if a specified provision of the Budget Act of 2011 is operative, state the intent of the Legislature for the department to identify up to $100 million in General Fund savings from the developmental services system, as prescribed. This bill would authorize the department to utilize input from prescribed workgroups. This bill would require, as prescribed, the department to report to the Joint Legislative Budget Committee within 10 days of the specified reduction as directed within the Budget Act of 2011. 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: 6/21/2011
Status: 6/28/2011-In committee: Hearing postponed by committee. (Refers to 6/28/2011 hearing)
Location: 6/21/2011-S. T. & H.

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 with 9 members 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. Current law requires the authority to adopt and submit to the Legislature, every two years, a business plan. 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 with limited responsibilities. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but current members could continue to serve the remainder of their terms . 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 bill would require the department to prepare the current high-speed train business plan and a new high-speed train capital program every 2 years, which would both be reviewed and adopted by the authority after a public hearing prior to submittal to the Legislature. The director of the department would be appointed by the Governor , subject to Senate confirmation . 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: 6/28/2011-Read second time. Ordered to third reading.
Location: 6/28/2011-S. THIRD READING

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

Summary: Would 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: 6/28/2011-Read second time. Ordered to third reading.
Location: 6/28/2011-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 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: 6/7/2011
Status: 6/8/2011-Re-referred to Com. on J., E.D. & E.
Location: 6/8/2011-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: 6/21/2011
Status: 6/28/2011-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (June 28). Re-referred to Com. on APPR.
Location: 6/28/2011-S. APPR.

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 encourage the Department of Transportation to consult and coordinate with specified state agencies, to implement the act. The bill would require the department to publish or make available on the department's Internet Web site, by January 1, 2014, a Cool Pavements Handbook to detail specifications, testing protocols, and best practices for cool pavements. 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
Last Amend: 6/27/2011
Status: 6/27/2011-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.
Location: 6/27/2011-S. RLS.

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

Summary: Would require the High-Speed Rail Authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains . The bill would require the authority to appoint a small business enterprise advisory committee.

Position

Notes 1:

AB 615 **(Lowenthal, Bonnie D) High-speed rail.**
Introduced: 2/16/2011
Last Amend: 4/28/2011
Status: 6/28/2011-In committee: Set, first hearing. Hearing canceled at the request of author.
Location: 6/8/2011-S. T. & H.

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: 6/29/2011
Status: 6/29/2011-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.
Location: 6/29/2011-S. G. & F.

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

Summary: Would 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 would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. This bill contains other related provisions.

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: 6/28/2011-In committee: Hearing postponed by committee. (Refers to 6/23/2011 hearing)
Location: 6/8/2011-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 a the Department of Transportation to submit a report to the Legislature regarding state and federal environmental review. Current law requires the report to be submitted no later than January 1, 2009, and again, no later than January 1, 2011. This bill would, instead, 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 1164 **(Gordon D) Federal transportation funds.**
Introduced: 2/18/2011
Last Amend: 6/28/2011
Status: 6/28/2011-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.
Location: 6/28/2011-S. T. & H.

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

Summary: Current law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. This bill would enact similar provisions authorizing the department to make loans from the State Highway Account of other specified federal transportation funds to advance bond-funded projects pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that meet certain requirements. The bill would appropriate those federal transportation funds in the State Highway Account for these purposes and would require those funds to be obligated to advance the bond-funded projects, as specified. The bill would require the loans to be repaid to the State Highway Account from the proceeds of bonds sold pursuant to the bond act and would provide for the appropriation of those repaid funds to the department for use on projects in the state highway operation and protection program or the local assistance program, as specified. The bill would require the department to report to the Joint Legislative Budget Committee each year that federal transportation funds are loaned pursuant to these provisions. This bill contains other current laws.

Position

Notes 1:

AB 1229 **(Feuer D) Transportation: financing: federal highway grant anticipation notes.**
Introduced: 2/18/2011
Last Amend: 6/21/2011
Status: 6/21/2011-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.
Location: 6/21/2011-S. T. & H.

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

Summary: Current law continuously appropriates the amounts specified in the annual Budget Act as having been deposited in the State Highway Account from federal transportation funds, and pledged by the California Transportation Commission, to the Treasurer for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. This bill would provide that an "eligible project" may include projects programmed by a regional transportation planning agency using its share of apportionments of federal regional surface transportation program funds or congestion mitigation and air quality funds, as specified. The bill would authorize no more than 50% of bonding capacity of GARVEE bonds from being made available for these projects and would require the commission to require a regional transportation planning agency to commit to repaying the state for debt service if that agency's share of federal regional surface transportation program funds or federal congestion mitigation and air quality funds is insufficient to repay the GARVEE bonds or if a portion of the project costs is ineligible for federal funding. The bill would, for such a repayment by a regional transportation planning agency, authorize the commission to amend into the State Transportation Improvement Program some or all of the funds necessary for the repayment to be counted against the county share of State Transportation Improvement Program funds for the county in which the project is located. By expanding the types of projects for which GARVEE bonds may be used, the bill would make an appropriation.

Position

Notes 1:

AB 1411 **(V. Manuel Pérez D) Economic development: enterprise zones.**
Introduced: 3/10/2011
Last Amend: 6/28/2011
Status: 6/28/2011-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.
Location: 6/28/2011-S. T. & H.

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

Summary: Would revise various definitions for purposes of the Enterprise Zone Act and modify specified requirements for designating and administering enterprise zones, LAMBRAs, and G-TEDAs collectively. The bill would impose new requirements on the Department of Housing and Community

Development with respect to the enterprise zone program and modify department and Franchise Tax Board reporting requirements.

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: Current law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of general obligation bonds for various transportation purposes. Current law requires that $1,000,000,000 of those funds be deposited in the Transit System Safety, Security, and Disaster Response Account, administered by the California Emergency Management Agency (Cal EMA), for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, as specified. Current law requires 25% of the available funds to be allocated to certain regional public waterborne transit agencies. Current law requires entities receiving funds from the account to expend those funds within 3 fiscal years of the fiscal year in which the funds were allocated and requires that funds remaining unexpended after those 3 years revert to Cal EMA for reallocation in subsequent fiscal years. This bill would declare that it is to take effect immediately as an urgency statute. This bill contains other 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: 6/29/2011-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 28).

Location: 6/29/2011-A. APPR.

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

Summary: Would require the Department of Fish and Game 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: 6/2/2011
Status: 6/6/2011-Read second time. Ordered to third reading.
Location: 6/6/2011-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 27.
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: 6/28/2011-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (June 28). Re-referred to Com. on APPR.

Location: 6/28/2011-A. APPR.

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 California Transportation 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: 6/9/2011

Status: 6/28/2011-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (June 27). Re-referred to Com. on APPR.

Location: 6/28/2011-A. APPR.

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 council of governments or county association of governments within the Counties of Kern, Kings, Tulare, Fresno, and Merced, thereby imposing a state-mandated local program. The bill would authorize the Counties of Madera, Stanislaus, and San Joaquin to elect to join the authority. The bill would set forth the powers and duties of the authority, as specified. 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 members have formed a joint exercise of powers agreement to implement and manage the authority. The bill would authorize the authority to acquire and operate railroads or select a franchisee to operate a rail transportation system, to prepare a plan for acquisition and operation of specified railroad lines, and establish criteria for the award of a franchise for the acquisition, financing, and operation of the railroad system. The bill would further authorize the authority to issue revenue bonds pursuant to the Revenue Bond Law of 1941. The bill would provide that the state is not liable for any contract, debt, or obligation of the authority. The bill would prohibit the authority from being a claimant for Transportation Development Act funds or from receiving funds from the Public Transportation Account. The bill would also state the intent of the Legislature in enacting the authority. 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: 6/20/2011

Status: 6/29/2011-Action From L. GOV.: Reconsideration granted.

Location: 6/29/2011-A. L. GOV.

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

Summary: Current law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and lease to, private entities, for specified types of fee-producing infrastructure projects. Current law permits these agreements to provide for infrastructure facilities owned by a governmental entity, but constructed by a private entity, to be leased to or owned by that private entity for a period of up to 35 years, after which time the project would revert to the governmental agency. This bill would authorize a local

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

Position

Notes 1:

Total Measures: 24
Total Tracking Forms: 25