Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2013

Reference No.: 4.1
Action

From: ANDRE BOUTROS
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

BACKGROUND:

September 13th was the deadline for bills to be passed out of the legislature to the Governor for action and October 13th is the last day for the Governor to sign or veto bills. As of October 3rd six Assembly bills and five Senate bills of interest to the Commission have been signed by the Governor. Five Assembly bills and three Senate bills are enrolled and currently awaiting action. Attachment A provides the status of enrolled bills transmitted to the Governor for action. Attachment B is a list of all other bills monitored by the Commission that passed from their houses of origin but failed to pass out of the full legislature by the September 13th deadline. The status of legislation with direct impact to the Commission is summarized below.

RECOMMENDATION:

Staff recommends that the Commission accept the staff report.

KEY LEGISLATION SIGNED BY THE GOVERNOR:

SB 99 – Budget & Fiscal Review Committee – *Active Transportation Program*
This bill creates the Active Transportation Program (ATP) which consolidates the following five separate federal and state programs: the Transportation Alternatives Program, Safe Routes to Schools Program, Bicycle Transportation Account Program, Recreational Trails Program, and the Environmental Enhancement and Mitigation Program. The bill provides a key role for the Commission in the development of program guidelines, project scoring criteria and the allocation of funds. As the first step in developing the program, Commission staff will convene an ATP workgroup in the month of October. The workgroup will be comprised of representatives of government agencies and stakeholders with expertise in pedestrian and bicycles issues and will serve as an advisory body during the development of program guidelines.

Signed by the Governor - September 26, 2013 – Chapter 359, Statutes of 2013

SB 416 – Liu – *Surplus Residential Property*
This bill makes changes to the Roberti Act governing the sale of surplus properties in the State Route (SR) 710 corridor and creates the SR 710 Rehabilitation Account. This bill requires the Department to deposit proceeds from sales of SR 710 properties into the account and continuously appropriates these funds for the purpose of providing specified repairs to the properties. The total funds maintained in the SR 710 Rehabilitation Account shall not exceed $500,000. Funds exceeding that amount shall be transferred to the State Highway Account in the State Transportation Fund to be used exclusively to fund eligible projects located in Pasadena, Alhambra, La Canada Flintridge, and the community of El Sereno in the City of Los Angeles. Projects will be selected and prioritized by the affected communities in consultation with LA Metro pursuant to guidelines developed by the Commission. Funds will be allocated by the Commission and the Commission shall have final authority to approve the projects.

Signed by the Governor – October 1, 2013 – Chapter 468, Statutes of 2013

KEY LEGISLATION PENDING ACTION BY THE GOVERNOR:

AB 1290 – Perez – *Transportation Planning*
This bill, as enrolled, provides 2 additional voting members of the Commission to be appointed by the Legislature, and for the Chairperson of the State Air Resources Board to serve as an ex-officio member without a vote. This bill also provides that the Commission's Planning Committee is responsible for monitoring outcomes from the Sustainable Communities Strategies (SCS) or Alternative Planning Strategies (APS) adopted by transportation planning agencies. This bill also requires Metropolitan Planning Organizations, within two years of adopting a regional transportation plan, to provide the Commission with a copy of the SCS (or APS if applicable), and a brief report describing progress the agency has made in reducing greenhouse gas emissions as well as challenges that affect implementation of the plan and achievement of the regional greenhouse gas emissions target. For agencies that have adopted an SCS or APS prior to January 1, 2014, this report must be submitted to the Commission on or before August 14, 2014. The bill specifies that these reports shall not be binding on future plans or funding decisions and shall not constitute an alternative under CEQA. This bill requires the Commission to include in its Annual Report to the Legislature, a summary by the Planning Committee on actions in monitoring the implementation and outcomes from adopted SCSs and APSs. This bill would also require the Regional Transportation Improvement Program to include a discussion of how the region's program relates to the Sustainable Communities Strategy.

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, land use, and housing (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 monitor, 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 pertaining to 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 – Summary of State Legislation Signed and Enrolled
Attachment B – Status of Other State and Federal Legislation

Bill #	Author	Title	Subject	Description	Status
AB 14	Lowenthal	State Freight Plan	Direct Impact to CTC Planning	This bill requires 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.	***Last Action*** Signed by Governor, Chaptered September 6, 2013 ***Current Location*** Chapter 223 ***Commission Adopted Position*** Support position adopted 5-7-13 Support letter issued 5-10-13
AB 101	Assembly Budget Committee	Budget Act of 2013	Funding/Financing	Amends the Budget Act of 2013 by revising items of appropriation and making other changes. Appropriates funding for the Active Transportation Program.	***Last Action*** Signed by Governor, Chaptered September 26, 2013 ***Current Location*** Chapter 354
AB 164	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 *materials suppliers* employed on the work under contract.	***Last Action*** Signed by Governor, Chaptered August 13, 2013 ***Current Location*** Chapter 94
AB 528	Lowenthal	State Rail Plan: *High Speed Rail Authority Business Plan*	Direct Impact to CTC Planning	This bill revises the items required to be included in the State Rail Plan and the High Speed Rail (HSR) business plan. The bill would require the State Rail Plan to be submitted to the commission for advice 6 months prior to submitting the final State Rail Plan to the Transportation Agency for approval, and, on or before March 1, 2017, would require the approved State Rail Plan to be submitted to the Legislature, the Governor, and other specified entities. The bill requires the state rail plan to be updated, at a minimum, every 5 years. The bill changes, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the HSR business plan to the Legislature.	***Last Action*** Signed by Governor, Chaptered September 6, 2013 ***Current Location*** Chapter 237
AB 1070	Frazier	California Transportation Financing Authority	Funding/Financing	This bill relates to the Transportation Financing Authority Act and the Transportation Financing Authority. This bill provides 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.	***Last Action*** Signed by Governor, Chaptered August 28, 2013 ***Current Location*** Chapter No. 198

Bill #	Author	Title	Subject	Description	Status
AB 1317	Frazier	State Government Operations	Direct Impact to CTC	This bill reallocates certain duties of the abolished Business, Transportation & Housing Agency and its Secretary to the newly created Transportation Agency and its Secretary of Transportation. This bill makes technical, non-substantive clarifications to Government Code Sections 14500 and 14520 which pertain to the Commission's establishment and role, to reflect the structure established by the Governor's Reorganization Plan No. 2	***Last Action*** Signed by Governor Chaptered September 26, 2013 ***Current Location*** Chapter 352
SB 95	Senate Budget Committee	Budget Act of 2013	Funding/Financing	Amends the Budget Act of 2013 by revising items of appropriation and making other changes. Appropriates funding for the Active Transportation Program. Note: the Governor signed AB 101 as the vehicle for funding the Active Transportation Program.	***Last Action*** Vetoed by Governor September 26, 2013 ***Current Location*** Vetoed
SB 99	Senate Budget Committee	Active Transportation Program	Funding/Financing Direct Impact to CTC	Creates the Active Transportation Program to be funded by funds from specified program funds to fund eligible projects by the State Transportation Commission. Provides a percentage breakout of these funds. Adds new authorized activities. Requires the Commission to develop guidelines and procedures, include project selection criteria. Transfers bicycle transportation funds to the State Highway Account. Relates to funding the Environmental Enhancement and Mitigation Program Fund.	***Last Action*** Signed by Governor Chaptered September 26, 2013 ***Current Location*** Chapter 359

Bill #	Author	Title	Subject	Description	Status
SB 416	Liu	Surplus Residential Property	Funding/Financing Direct Impact to CTC	This bill makes changes to the Roberti Act governing the sale of surplus properties in the State (SR) 710 corridor and creates the SR 710 Rehabilitation Account. This bill would require the Department to deposit proceeds from sales of SR 710 properties into the account and would continuously appropriate these funds for the purpose of providing specified repairs to the properties. The total funds maintained in the SR 710 Rehabilitation Account shall not exceed $500,000, funds exceeding that amount shall be transferred to the State Highway Account in the State Transportation Fund to be used exclusively to fund eligible projects located in Pasadena, Alhambra, La Canada Flintridge, and the community of El Sereno in the City of Los Angeles. Projects will be selected and prioritized by the affected communities in consultation with LAMetro pursuant to guidelines developed by the Commission. Funds will be allocated by the Commission and the Commission shall have final authority to approve the projects. The bill specifies that the funds shall not be used to advance or construct the proposed North State Route 710 tunnel and Alternative F-6 in the December 2012 Alternatives Analysis document shall no longer be deemed a feasible alternative for consideration in any state environmental review process.	***Last Action*** Signed by Governor October 1, 2013 ***Current Location*** Chapter 468
SB 425	DeSaulnier	Public Works Peer Review Act of 2013	Project Delivery	This bill enacts 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.	***Last Action*** Signed by Governor September 6, 2013 ***Current Location*** Chapter 252

Bill #	Author	Title	Subject	Description	Status
SB 743	Steinberg	Environmental Quality: Judicial Review	Environment	This bill establishes special administrative and judicial review procedures under CEQA that are intended to decrease potential impediments to construction of the City of Sacramento's proposed entertainment and sports center project. The bill also revises provisions of the previously approved CEQA streamlining bill, AB 900, to correct legal defects and extend its operation. This bill also amends the Congestion Management Act to expand the definition of "infill opportunity zone" to allow local governments to opt out of Level of Service (LOS) requirements in infill areas. The bill requires OPR to propose revisions to CEQA Guidelines to establish new, non-LOS criteria for determining the significance of transportation impacts of projects within transit priority areas and also authorized OPR to adopt metrics that may serve as alternatives for LOS analysis outside transit priority areas. The bill establishes a new CEQA exemption for a residential, mixed-use, and employment center project that meets specified criteria.	***Last Action*** Signed by Governor September 27, 2013 ***Current Location*** Chapter 386
SB 788	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.~~	***Last Action*** Signed by Governor, Chaptered October 3, 2013 ***Current Location*** Chapter 523
AJR 6	Fox	Unmanned Aircraft Systems: Test Sites	Aeronautics	This measure requests 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.	***Last Action*** Chaptered August 15, 2013 ***Current Location*** Chapter 78
AB 401	Daly	~~Public Contracts: Design-Build: Highway Route 405~~ *Transportation: Design-Build Streets and Highways*	Project Delivery	~~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.~~ *Authorizes the Department of Transportation to utilize design-build procurement for projects on the state highway system, based on either best value or lowest responsible bid. Authorizes regional transportation agencies to utilize such procurement for projects. Provides such authorizations do not include construction inspection services for specified projects. Requires such services to be performed by the Department. Requires reimbursement for prevailing wage monitoring and enforcement. Extends the sunset date of the design-build provisions from January 1, 2014 to January 1, 2024.*	***Last Action*** Enrolled September 25, 2013 ***Current Location*** Governor

Bill #	Author	Title	Subject	Description	Status
AB 466	Quirk-Silva	Federal Transportation Funds	Funding/Financing	Existing law (Streets and Highways Code Section 182.7) provides for the allocation of federal Congestion Mitigation and Air Quality (CMAQ) funding from the State to metropolitan planning organizations and regional transportation planning agencies pursuant to a formula set forth in United States Code which was removed pursuant to MAP-21 and replaced with a lump sum allocation to be sub-allocated at the discretion of the State. This bill would require the Department to sub-allocate CMAQ funds pursuant to weighted population and air quality factors identical to those previously specified in federal law.	***Last Action*** Enrolled September 24, 2013 ***Current Location*** Governor
AB 755	Ammiano	Suicide Barriers	Project Delivery	This bill would provide that the construction ~~or reconstruction~~ of a *new* bridge, *or reconstruction of an existing bridge with a history of suicides,* designed for use by motor vehicles shall not be eligible for federal fund apportioned to the state, funds made available from the Highway Users Tax Account, or toll bridge funds unless the planning process for the bridge project takes into account the need for a suicide barrier.	***Last Action*** Enrolled September 26, 2013 ***Current Location*** Governor
AB 1222	Bloom Dickinson Cooley	Public Employees Retirement: Collective Bargaining, Transit Workers	Funding/Financing Project Delivery	This bill would except from The California Public Employees Pension Reform Act (PEPRA) public employees whose collective bargaining rights are subject to specified provisions of Federal Law until a specified federal district court decision on a certification by the US Secretary of Labor, or until Jan. 1, 2015, whichever is sooner. The bill would also provide that if a federal court upholds the US Labor Secretary's determination, the application of PEPRA to specified public employees precludes certification and those employees are excepted from PEPRA. The bill would also authorize the Director of Finance to loan up to $26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to noncertification from the Department of Labor. The bill would require a local transit provider to repay the loan by Jan. 1, 2019.	***Last Action*** Enrolled September 27, 2013 ***Current Location*** Governor

Bill #	Author	Title	Subject	Description	Status
AB 1290	J. Perez	Transportation Planning	Direct Impact to CTC	(1) 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 member without a vote, (2) Require *each appointing power* 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, (3) Provide that the Planning Committee is responsible for monitoring ~~land use and transportation outcomes in accordance with regional~~ implementation and outcomes from Sustainable Communities Strategies *or Alternative Planning Strategies*, (4) Require each Metropolitan Planning Organization to make a biennial report to the Commission describing progress and challenges in implementing the Sustainable Communities Strategy and in attaining greenhouse gas emissions reductions, *within 2 years of adopting a Regional Transportation Plan* ~~beginning on or before October 15, 2014~~ *(this report shall not be binding on future plans or funding decisions and the report shall not constitute an alternative under CEQA)*, ~~(5) Require the Strategic Growth Council to report annually to the Commission at a public hearing by August 15th on its statutory charge to identify and review activities and funding programs of its member agencies that may be coordinated to improve sustainability,~~ (6) Require the Commission to include in the Annual Report, the *Planning Committee's* ~~Commission and the Strategic Growth Council's~~ assessment of the state's progress in achieving greenhouse gas emissions reductions from land use and transportation planning, and (7) Require the Regional Transportation Improvement Plan to include a discussion of how the program relates to the Sustainable Communities Strategy *(this report shall not be binding on future plans, programs, or funding decisions and the report shall not constitute an alternative under CEQA)*	***Last Action*** Enrolled September 23, 2013 ***Current Location*** Governor

Bill #	Author	Title	Subject	Description	Status
SB 110	*De Saulnier* ~~Steinberg~~	*East Span, SFOBB Safety Review Task Force* ~~California Transportation Commission: Guidelines~~	Project Delivery	~~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~~ This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force to access the anticipated seismic structural performance of the East Span of the bridge by conducting a series of specified reviews. *Requires the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. Provides that the records of the task force are subject to public disclosure. Provides for indemnification of task force members.*	***Last Action*** Enrolled September 18, 2013 ***Current Location*** Governor
SB 806	Hueso	Department of Motor Vehicles: License Plates Alternatives Pilot Program	Funding/Financing Planning	This bill would authorize the DMV to establish a pilot program (to be completed by Jan. 1, 2017) to evaluate the use of alternatives to stickers, tabs, license plates, and registration card, and to report the results of the pilot program to the Legislature by July 1, 2018.	***Last Action*** Enrolled September 10, 2013 ***Current Location*** Governor
SB 811	Lara	State Highway Route 710	Project Delivery	Imposes various requirements on the Department of Transportation with respect to the I-710 ~~expansion~~ *corridor* project in the County of Los Angeles. The bill would require the lead agency, in consultation with all interested community organizations, to *include*, within the environmental review process for the project, alternatives to address the air quality, public health, and mobility impacts the project will have on neighboring communities, *including, in its entirety, Community Alternative 7, as defined, as a complete project alternative.* The bill would require the final environmental document approved by the lead agency to include an investment in identified mitigation measures *and community benefits* for the affected communities and the Los Angeles River. The bill would require the lead agency to submit a report in that regard to the *I-710 EIR/EIS Project Committee* at least 90 days prior to approving the final environmental document for the project~~, and would require the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation to hold a public joint hearing on the proposed final environmental document at least 60 days prior to approval of the final environmental document.~~	***Last Action*** Enrolled September 18, 2013 ***Current Location*** Governor

Bill #	Author	Title	Subject	Description	Status
AB 243	Dickinson	Local Government: Infrastructure Financing Districts	Funding/Financing	Note: this bill did not pass out of the Legislature by September 13th 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.	***Last Action*** In Assembly for concurrence, to inactive file September 11, 2013 ***Current Location*** Assembly Inactive File
AB 680	Salas	~~Transportation Funds~~ Transportation: Interregional Road System	Funding/Financing	Note: this bill did not pass out of the Legislature by September 13th ~~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 outlay 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.*	***Last Action*** In Senate Appropriations, held in committee August 30, 2013 ***Current Location*** Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
AB 737	Fox *Assembly Co-Authors: Bonilla, Brown, Daly, Garcia, Harkey, Roger, Hernandez, Muratsuchi, Perea, Torres, Wagner, Wieckowski, Williams* *Senate Co-Author: Berryhill*	~~Unmanned Aircraft Systems: Test Sites~~ *Space Flight Liability*	Aeronautics	Note: this bill did not pass out of the Legislature by September 13th *The Space Flight Liability and Immunity Act requires a space flight entity, as defined, to collect a signed warning statement from each participant in space flight activities. The warning statement is required to inform the participant that there is limited civil liability for bodily injury sustained as a result of the inherent risks associated with space flight activities. The act limits the liability of a space flight entity that complies with these provisions. The act also provides that limited liability under these provisions does not limit or prevent the liability of a space flight entity that commits an act of gross negligence or willful or wanton disregard for the safety of the participant, that intentionally causes a participant injury, or that has actual knowledge or reasonably should have known of a dangerous condition, as provided. This bill would include a manufacturer or supplier of components, services, or vehicles that have been reviewed by the United States Federal Aviation Administration as part of issuing a license, permit, or other authorization pursuant to specified provisions of federal law relating to commercial space launch activities as a space flight entity with limited liability for any participant injury. This bill would additionally provide that limited liability under these provisions does not limit or prevent the liability of a space flight entity that manufactures or supplies a product with a defect. This bill would prohibit a space flight entity' s liability from being limited unless the space flight entity presents to and files with the Secretary of State a certification of insurance, as specified. This bill would repeal the Space Flight Liability and Immunity Act on July 1, 2021.*	***Last Action*** In Senate, re-referred to Judiciary Committee June 13, 2013 ***Current Location*** Senate Judiciary Committee
AB 1046	Gordon	Department of Transportation: Innovative Delivery	Project Delivery	Note: this bill did not pass out of the Legislature by September 13th ~~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.*	***Last Action*** In Senate Appropriations Committee, not heard August 19, 2013 ***Current Location*** Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
AB 1081	Medina	Economic Development: Goods-Movement Infrastructure	Funding/Financing Planning	Note: this bill did not pass out of the Legislature by September 13th 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.	***Last Action*** In Senate Appropriations, held in committee August 30, 2013 ***Current Location*** Senate Appropriations Committee
AB 1194	Ammiano and V.M Perez	Safe Routes to School Program	Funding/Financing	Note: this bill did not pass out of the Legislature by September 13th 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.	***Last Action*** In Senate Transportation and Housing Committee, not heard July 2, 2013 ***Current Location*** Senate Transportation and Housing Committee
ACA 8	Blumenfield	Local Government Financing: Voter Approval	Funding/Financing	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.	***Last Action*** In Senate, re-referred to Appropriations Committee June 27, 2013 ***Current Location*** Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
SB 1	Steinberg	Sustainable Communities Investment Authority	Funding/Financing Planning	Note: this bill did not pass out of the Legislature by September 13th 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.	***Last Action*** In Senate, to Inactive File September 12, 2013 ***Current Location*** Senate Inactive File
SB 15	Padilla	Aviation: Unmanned Aircraft Systems	Aeronautics	Note: this bill did not pass out of the Legislature by September 13th 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. 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.	***Last Action*** In Assembly Public Safety Committee, reconsideration granted August 27, 2013 ***Current Location*** Assembly Public Safety Committee
SB 33	Wolk *and Frazier*	Infrastructure Financing Districts: Voter Approval	Funding/Financing	Note: this bill did not pass out of the Legislature by September 13th 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.	***Last Action*** In Assembly, to inactive file September 11, 2013 ***Current Location*** Assembly Inactive File

Bill #	Author	Title	Subject	Description	Status
SB 486	DeSaulnier	~~Office of Legal Compliance and Ethics~~ Office of Strategic Assessment and Accountability	Direct Impact to the Commission	Note: this bill did not pass out of the Legislature by September 13th ~~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. Creates the Office of Strategic Assessment and Accountability, which would be responsible for ensuring the ongoing performance measurement, transparency, and public accountability of the Department. Requires the office to issue reports measuring the department's success in meeting performance benchmarks and to compile and make such reports publicly available and to report at least quarterly to the Commission beginning July 2014.~~ *This bill would require the Secretary of the Transportation Agency, in consultation with the Director of Transportation, to identify performance measurement benchmarks on which the department would be required to report in specified areas, including, among others, enhancement of public safety and environmental sustainability. Requires the Department to issue reports and the Transportation Secretary to report to the Commission at least quarterly beginning July 1, 2014 on the Department's performance.*	***Last Action*** In Assembly, to inactive file September 10, 2013 ***Current Location*** Assembly Inactive File
SB 731	Steinberg	Environment: California Environmental Quality Act	Environment	Note: this bill did not pass out of the Legislature by September 13th 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.	***Last Action*** Passed from Assembly Committee on Local Government, to second reading September 11, 2013 ***Current Location*** Assembly Second Reading File

Bill #	Author	Title	Subject	Description	Status
SCA 1	Wyland	State Auditor: Duties	Direct Impact to the Commission	Note: this bill did not pass out of house of origin by May 31st deadline 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	***Last Action*** Re-referred to Committee February 7, 2013 ***Current Location*** Senate Committees on Governmental Organization and Elections & Constitutional Amendments
SCA 4	Liu *Senate Co-Author: Pavley* *Assembly Co-Author: Bonilla*	Local Government 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 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.*	***Last Action*** In Senate, read second time and amended, re-referred to Senate Rules Committee August 28, 2013 ***Current Location*** Senate Second Reading File ***Commission Adopted Position*** Support position adopted 1-8-13 Support letter issued 1-14-13
SCA 6	DeSaulnier	Initiative Measures: Funding Source	Funding/Financing	Note: this bill did not pass out of house of origin by May 31st deadline 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.	***Last Action*** In Senate, read second time, to third reading May 24, 2013 ***Current Location*** Senate Third Reading File

Bill #	Author	Title	Subject	Description	Status
SCA 8	Corbett *Assembly Co-Author: Wieckowski*	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, *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.*	***Last Action*** From Senate Transportation and Housing Committee, adopted and re-referred to Senate Rules Committee August 27, 2013 ***Current Location*** Senate Rules Committee ***Commission Adopted Position*** Support position adopted 1-8-13 Support letter issued 1-14-13
HR 711	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	***Last Action*** Referred to Committee April 23, 2013 ***Current Location*** House Committee on Education and Workforce: referred to Subcommittee on Workforce Protections
HR 1419	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.	***Last Action*** Referred to Committee April 10, 2013 ***Current Location*** House Committee on Transportation and Infrastructure: referred to Subcommittee on Highways and Transit

Bill #	Author	Title	Subject	Description	Status
HR 1544	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.	***Last Action*** Referred to Committee April 15, 2013 ***Current Location*** House Committee on Transportation and Infrastructure: referred to Subcommittees on Highways & Transit and Railroads, Pipelines & Hazardous Materials
HR 2610	Latham	Appropriations for the Departments of Transportation, and Housing and Urban Development	Funding/Financing	This bill would make appropriations for the Departments of Transportation, Housing and Urban Development and related agencies for the fiscal year ending September 30, 2014. Related S 1243.	***Last Action*** Introduced in House July 2, 2013 ***Current Location*** House Union Calendar
S 208	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.	***Last Action*** Referred to Committee February 4, 2013 ***Current Location*** Senate Committee on Commerce, Science, and Transportation
S 1243	Murray	Transportation Housing and Urban Development Funds	Funding/Financing	The bill would make appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2014. Related HR 2610.	***Last Action*** In Senate, motion to table amendment SA 1739 agreed to on floor. July 31, 2013 ***Current Location*** Senate Floor