



SACOG Board of Directors

Item #15-10-21
Receive & File

October 22, 2015

State Advocacy Update

Issue: Update on state advocacy issues.

Recommendation: This item is for receive and file. There will be no staff presentation.

Discussion:

While the Legislature finished its regular business on September 11, the special session on transportation continues. Governor Brown has until October 11 to sign or veto any legislation from the regular session. Attached is a summary of legislation that SACOG is monitoring that has been sent to the Governor. Staff will report back next month on significant legislation signed by the Governor.

On September 23, the Assembly and Senate announced the members of a conference committee for the special session. The committee is expected to begin holding hearings in mid-October. Should the conference committee pass legislation, it will go to the Assembly and Senate for an up-or-down vote, with no amendments permitted. The attached SACOG legislative report also includes summaries of the legislation introduced in the special session. The attached CALCOG summary of Transportation Funding and Reform Proposals highlights the major options before the conference committee. There is no deadline for these bills to be passed.

It is worth noting that the Legislature did not adopt a Cap-and-Trade Expenditure Plan for fiscal year 2015-16 prior to its fall recess. While 60 percent of revenues are continuously appropriated for the Affordable Housing and Sustainable Communities Program and other energy- and transportation-related programs, this leaves several hundred million dollars unappropriated. Hopefully the Legislature will determine how to spend these funds in early 2016.

Attachments

A – SACOG State Bill Report

B – CALCOG Summary of Transportation Funding & Reform Proposals

MM:EJ:ts

Attachments

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Author		Title	Status	Summary	Position
<i>Regular Session</i>					
AB	2	Alejo (D)	Community Revitalization Authority	Chaptered	Authorizes certain local agencies to form a community revitalization authority with a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for infrastructure, affordable housing, and economic revitalization and provides for the issuance of bonds serviced by tax increment revenues. Requires the authority to adopt a community revitalization and investment plan. Requires the use of certain funds for low and moderate income housing.
AB	28	Chu (D)	Bicycle Safety: Rear Lights	To Governor	Requires that a bicycle operated during darkness upon a highway or a sidewalk be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible for a specified distance to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.
AB	35	Chiu (D)	Income tax: Credit: Low-Income Housing: Allocation	To Governor	Amends existing law establishing a low-income housing tax credit program to which the State Tax Credit Allocation Committee provides procedures and requirements for the allocation of State insurance, income, and corporation tax credits amount among low-income housing projects. Increases the aggregate housing credit dollar amount that may be allocated among such projects. Modifies the definition of percentage relating to qualified low-income buildings in all listed tax laws.
AB	95	Budget Cmt	Transportation	Chaptered	Provides for transportation-related matters to include the suspension of restrictions related to the State Transit Assistance Program, the High-Speed Rail peer review group membership and project updates and reporting requirements, the relinquishment of a specified State highway bridge, reports regarding fish passage barriers and funding therefor, funding to build a sound wall around a specified local park, transportation funds and funding, intercity rail service, and an increase in HOV identifiers.
AB	194	Frazier (D)	High-Occupancy Toll Lanes	To Governor	Authorizes a regional transportation agency or department to develop high-occupancy toll lanes and facilities. Deletes a deadline for applications. Includes the Santa Clara Valley Transportation Authority as a regional transportation authority. Provides for the review and approval of each proposed toll facility pursuant to eligibility criteria. Provides for agreements. Creates the Highway Toll Account in the State Transportation Fund to manage funds received for toll facilities.
AB	313	Atkins (D)	Enhanced Infrastructure Financing Districts	Chaptered	Amends existing law authorizing a city or county legislative body to establish an enhance infrastructure financing district with the adoption of a resolution to establish such district. Requires the establishment of a related public financing authority. Specifies the duties of an authority after receiving such resolution. Authorizes the district to provide housing for very low income persons to rent or purchase. Updates requirements for private development or public works construction within the district.

	Author	Title	Status	Summary	Position
AB 323	Olsen (R)	Environmental Quality Act: Exemption	Chaptered	Amends the California Environmental Quality Act that exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, if the project of activity is carried out by a city or county with a specified population to improve public safety and meets other specified requirements, to extend that exemption to a specified date.	
AB 422	McCarty (D)	Sacramento Regional Transit District: Line of Credit	Chaptered	Authorizes the Sacramento Regional Transit District to seek and receive a short-term revolving line of credit for operating purposes in anticipation of receipt of federal operating grants, with the extension of credit to the district evidenced by a note, in addition to and as an alternative to temporary borrowing. Authorizes the district to pledge anticipated federal grants and other available funds as security for repayment of the note and prescribes other terms.	
AB 464	Mullin (D)	Transactions and Use taxes: Maximum Combined Rate	Vetoed	Amends existing law that authorizes cities and counties, and if specifically authorized, other local government entities, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in the county to not exceed a specified percentage. Increases the maximum combined rate.	
AB 652	Cooley (D)	State Highway Route 16: Relinquishment	To Governor	Extends to the California Transportation Commission authorization to relinquish a specified portion of State Highway Route 16 that is located within the unincorporated area of the county, between the general easterly city limits of the City of Sacramento and near Grant Line Road. Imposes additional conditions on the relinquishment. Authorizes the commission to relinquish to the City of Rancho Cordova a specified portion of State Highway Route 16, under certain conditions.	Support
AB 738	Gaines B (R)	Sacramento Regional Transit District	Chaptered	Provides that the boundaries of the Sacramento Regional Transit District shall consist of specified areas. Requires an annexation to be subject to an agreement between the annexing city or county and the District board specifying the terms and conditions of annexation, and deletes the requirement for approval of annexation by the Sacramento Area Council of Governments. Provides procedures for the detachment of territory by a vote of the District board and the governing body of the detached territory.	
AB 744	Chau (D)	Planning and Zoning: Density Bonuses	To Governor	Relates to housing development-related density bonuses and incentives for the production of lower income housing units or donation of certain land. Prohibits at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio for a development that includes certain aspects. Requires certain developments to have paratransit services or located near specified fixed bus route service. Authorizes a higher vehicular parking ratio based on a specified parking study.	

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AB 747	Eggman (D)	Planning and Land Use: Sacramento-San Joaquin Valley	Chaptered	Prohibits a city or county within the Sacramento-San Joaquin Valley from approving a discretionary permit or entitlement that would result in the construction of a new building or construction that would result in an increase in allowed occupancy for an existing building for a project that is located within a flood hazard zone unless the city or county finds that the construction meets specified criteria.	
AB 851	Mayes (R)	Local Government: Organization: Disincorporations	Chaptered	Provides that, in the case of a local government disincorporation or reorganization that includes a disincorporation, requires a plan for services to include specific provisions, including, an enumeration and description of current services, and a special tax proposal. Adds disincorporation requirements to the petitioning process of a petitioner or local legislative body. Updates annexation. Relates to indebtedness. Relates to property tax revenues, and levying of fees. Relates to property transfers.	
AB 852	Burke (D)	Public Works: Prevailing Wages	To Governor	Expands the definition of public works for the purposes of provisions relating to the prevailing rate of per diem wages, to also include any construction, alteration, demolition, installation, or repair work done under private contract on a project for a general acute care hospital, when the project is paid for, in whole or in part, with the proceeds of conduit revenue bonds. Provides an exception for a specified hospital.	
AB 906	Cooper (D)	Sacramento Regional Transit District	Chaptered	Amends existing law that provides for the proportionate share of the City of Elk Grove to be determined pursuant to a specified agreement between the City and the Sacramento Regional Transit District, to repeal those provisions relating to the proportionate share of the City of Elk Grover to be determined pursuant to the agreement.	
AB 1015	Bloom (D)	Parking: Car Share Vehicles	Chaptered	Authorizes a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program.	
AB 1119	Rendon (D)	Public Utilities: Rights of Way	To Governor	Requires a municipal corporation, before using any right of way within any other municipal corporation or county, to request the entity that has control of such right of way to agree with it upon the location of the use and the terms and conditions to which the use shall be subject. Authorizes the proposing municipal corporation to bring an action against the county if they are unable to agree on the terms and conditions and location of the use. Repeals related provisions.	
AB 1164	Gatto (D)	Water Conservation: Drought Tolerant Landscaping	To Governor	Prohibits a city, including a charter city, county, and city and county, from enacting or enforcing any ordinance or regulation that prohibits the installation of drought tolerant landscaping, synthetic grass or artificial turf on residential property.	

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AB 1236	Chiu (D)	Local Ordinances: Electric Vehicle Charging Stations	To Governor	Amends the Electric Vehicle Charging Stations Open Access Act. Requires a city, county or city and county to approve and application for installation of electric vehicle charging stations through the issuance of specified permits unless the proposed installation would have an adverse impact upon the public health or safety. Provides a decision appeal. Creates an expedited and streamlined electric vehicle charging stations permitting process. Allows referencing a certain guidebook in ordinance preparation.	
AB 1250	Bloom (D)	Vehicles: Buses: Axle Weight	Signed by Governor	Provides that a weight limitation in existing law does not apply to a bus purchased during a specified time period. Restricts travel on a bridge or other structures if the gross weight of the bus exceeds the structure's capacity. Requires a transit operator operating an articulated bus to provide notice to all cities and counties where the bus will operate in the upcoming calendar year, of the approximate routes. Require a notice identifying any changes to the service on those routes or any new routes.	
AB 1412	Perea (D)	Redevelopment: Successor Agencies	Vetoed	Provides that upon application by the successor agency and approval by the oversight board, loan agreements entered into between a redevelopment agency and the City of San Joaquin, where the outstanding principal balance of the loan is a specified amount, are enforceable obligations if the oversight board finds that the loan was for legitimate redevelopment purposes.	
AB 1431	Gomez (D)	Local Agency Construction: Job Order Contracting	To Governor	Repeals provisions relating to the Los Angeles Unified School District. Authorizes job order contracting for school districts. Restrict such contracting to school districts that have entered into a project labor agreement or agreements that will apply to public works in excess of a specified amount, undertaken by the district, regardless of what contracting procedure is used to award the work. Requires job order contractors to submit a questionnaire to the district containing specified information.	
AB 1482	Gordon (D)	Climate Adaptation	To Governor	Requires the National Resources Agency to update climate adaptation strategy and to address the impacts of climate change and to release a draft climate adaptation strategy. Requires State agencies to maximize specified objectives including promoting the use of the strategy to inform planning decision and ensure state investments consider climate change impacts, as well as promote the use of natural systems and infrastructure when developing infrastructure to address adaptation.	
SB 9	Beall (D)	Greenhouse Gas Reduction Fund: Transit/Intercity Rail	To Governor	Modifies the purpose of the Transit and Intercity Rail Capital Program. Provides for the funding of defined transformative capital improvements. Updates project selection criteria under the program to projects that reduce greenhouse emissions and expand transit service. Requires approval of a multi-year program of projects. Requires entering into a multi-year funding agreement for a project. Authorizes the approval of related letters of no prejudice in allowing an applicant to expend its own moneys.	

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SB 25	Roth (D)	Local Government Finance: Property Tax Revenue	Vetoed	Amends an existing law which requires that each city, county and city and county receive certain additional property tax revenues in the form of a vehicle license fee adjustment amount and which requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions for a city incorporating on or before a specified date by providing for a vehicle license fee adjustment.	
SB 64	Liu (D)	State Transportation Plan	To Governor	Requires the State Transportation Commission to review recommendations in the update to the Transportation Plan prepared in 2015, and periodically thereafter, to prepare specific action-oriented and pragmatic recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor. Requires an annual report on allocations for transportation capital outlay appropriations include specific, action-oriented, and pragmatic recommendations.	
SB 246	Wieckowski (D)	Climate Change Adaptation	To Governor	Establishes the Integrated Climate Adaptation and Resiliency Program to coordinate regional and local efforts with State climate adaptation strategies to adopt to the impacts of climate change. Requires an update to the Safeguarding California Plan, and the review and update the Adaptation Planning Guide. Establishes an advisory council to support the goals as identified in these provisions. Requires a clearinghouse for adaptation information. Relates to exempting certain meetings under open meetings law.	
SB 331	Mendoza (D)	Public Contracts: Local Agencies: Negotiations	To Governor	Enacts the Civic Reporting Openness in Negotiations Efficiency Act. Establishes specified procedures for the negotiation and approval of certain contracts with a specified minimum value, by cities, counties, or cities and counties, and special districts that have adopted a related ordinance. Requires a review and report on the cost of any contract. Requires the local entities to disclose prescribed information on the entities' Internet Web site. Relates to public meetings. Exempts certain contracts.	
SB 348	Galgiani (D)	California Environmental Quality Act: Railroad Crossing	Chaptered	Relates to the California Environmental Quality Act. Requires a lead agency, if it determines that a certain exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county. Extends the repeal date for certain provisions concerning railroad crossings.	
SB 350	De Leon (D)	Clean Energy and Pollution Reduction Act of 2015	To Governor	Requires an increase in the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources. Makes other Renewables Portfolio Standards Program revisions. Requires targets for energy efficiency savings and demand reduction for gas and electrical corporations. Relates to the transformation of the Independent System Operator as a regional organization with the approval of the Legislature, pursuant to a specified process.	

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SB 379	Jackson (D)	Land Use: General Plan: Safety Element	To Governor	Requires, upon the next revision of a local hazard mitigation plan, the element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. Requires the update to include a set of goals, policies, and objectives based on the a vulnerability assessment identifying the risks that climate change poses to the local jurisdiction and the at risk geographic areas and specified information from federal, state, regional, and local agencies.	
SB 413	Wieckowski (D)	Public Transit: Prohibited Conduct	To Governor	Relates to certain acts on or in a facility or vehicle of a public transportation system. Makes it so the provision would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and to a person playing unreasonably loud sound equipment on or in a public transportation system facility or vehicle, and related administrative penalties. Provides an infraction for not yielding seating to elderly or handicapped.	
SB 491	Beall (D)	Transportation: Omnibus Bill	Chaptered	Provides provisions regarding transportation to include vehicle registration fees for air quality, transit security, hazardous materials license endorsement, commercial driver cargo security, commercial motor vehicle speedometers, use of flags and lighting on oversized loads, placing a lighted fusee to a vehicle, truck tractor wheel service breaks, use of saddle mounts or tow-bars, securing vehicles from fumes and hazards, earphones prohibition, bikeways, highway descriptions, and vehicle accident reports.	
SB 508	Beall (D)	Transportation Funds: Transit Operators: Pedestrians	To Governor	Deletes the requirement that transit operators maintain higher farebox requirements based on a specified fiscal year. Exempts additional expenditures categories from the definition of operating costs including fuel, insurance, and claims settlement costs. Reduces the public transit operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet efficiency standards. Relates to funding for pedestrian safety education programs.	Support if amended
SB 530	Pan (D)	Pedicabs	To Governor	Expands the definition of a pedicab. Imposes specified requirements on these pedicabs regarding maximum seating capacity, authorization to operate, operator qualifications and training, safety equipment, inspections, financial responsibility, reporting of accidents to a specified entity, the loading and unloading of passengers, and general operation of pedicabs. Establishes requirements that allow passenger alcohol consumption.	
SB 599	Mendoza (D)	Employment: Public Transit Service Contracts	To Governor	Relates to a local government agency giving a preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than a specified time period. Expands these provisions to require a state agency to also give a specified preference to any bidder under these provisions.	

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SB 730	Wolk (D)	Railroads: Movement of Freight: Trains or Light Engines	Chaptered	Prohibits a train or light engine used in connection with the movement of freight from being operated unless it has a specified minimum-sized crew. Authorizes the Public Utilities Commission to assess civil penalties against a person who willfully violates this provision.	
SB 762	Wolk (D)	Competitive Bidding: Pilot Program: Design-Build	To Governor	Establishes a pilot program to allow specified counties to select a bidder on the basis of best value for construction projects that are in excess of a specified amount. Establishes procedures and criteria for the selection of the best value contractor. Requires that bidders verify specified information. Requires the board of supervisors of a participating county to submit a report to specified legislative committees. Amends the term best value to have the objective criteria evaluated.	
<i>Special Session on Transportation & Infrastructure</i>					
AB 1 a	Alejo (D)	Transportation Funding	ASSEMBLY	Provides that any loans made to the General Fund from specified transportation funds and accounts with a specified repayment date are to be repaid by a specified date. Repeals specified provisions of existing law, retaining the weight fee revenues in the State Highway Account. Deletes the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, and providing for the portion of fuel excise tax revenues.	
AB 2 a	Perea (D)	Transportation Projects: Comprehensive Lease Agreements	Assembly Third Reading File	Amends existing law that authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities for certain transportation projects. Extends this authorization indefinitely and includes within the definition of regional transportation agency the Santa Clara Valley Transportation Authority.	
AB 3 a	Frazier (D)	Transportation Funding	In Conference - File No. 2	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the highways, local roads, bridges, and other critical infrastructure.	
AB 4 a	Frazier (D)	Transportation Funding	Senate Rules Committee	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	
AB 6 a	Hernandez R (D)	Affordable Housing and Sustainable Communities Program	ASSEMBLY	Requires a specified percentage of moneys available for allocation under the Affordable Housing and Sustainable Communities Program to be allocated to eligible projects in rural areas. Requires a percentage of those moneys to be allocated to eligible affordable housing projects.	
AB 7 a	Nazarian (D)	Public Transit Funding	ASSEMBLY	Continuously appropriates a percentage of the annual proceeds of the Greenhouse Gas Reduction Fund to the Transit and Intercity Rail Capital Program, and a percentage of the proceeds to the Low Carbon Transit Operations Program.	
AB 8 a	Chiu (D)	Diesel Sales and Use Tax	ASSEMBLY	Increases the additional sales and use tax rate on diesel fuel.	

	Author	Title	Status	Summary	Position
AB	13 a	Grove (R)	Greenhouse Gas Reduction Fund: Streets and Highways	ASSEMBLY	Relates to the Greenhouse Gas Reduction Fund. Reduces the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program. Appropriates continuously a percentage of the annual proceeds of the Greenhouse Gas Reduction Fund to the Department of Transportation for the State Highway Operation and Protection program and a percentage to cities and counties for local streets and roads.
AB	14 a	Waldron (R)	State Highway Operation and Protection Program	ASSEMBLY	Relates to the State Highway Operation and Protection Program. Appropriates continuously from the General Fund, with a percentage to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program and a percentage for apportionment to cities and counties for street and road purposes.
AB	15 a	Patterson (R)	State Highway Operation and Protection Program	ASSEMBLY	Relates to the State Highway Operation and Protection Program. Reduces the appropriation for Capital Outlay Support. Appropriates from the State Highway Account to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and a percentage to cities and counties for street and road purposes.
AB	16 a	Patterson (R)	State Highways: Transfer to Local Agencies: Pilot Program	ASSEMBLY	Relates to the Department of Transportation. Requires the department to participate in a pilot program over a 5 year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. Appropriates funds.
AB	17 a	Achadjian (R)	Greenhouse Gas Reduction Fund: State Highway Operation	ASSEMBLY	Relates to deposits in the Greenhouse Gas Reduction Fund. Appropriates a percentage of the annual proceeds of the Fund to fund projects in the state highway operation and protection program.
AB	18 a	Linder (R)	Vehicle Weight Fees: Transportation Bond Debt Service	ASSEMBLY	Prohibits weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.
AB	19 a	Linder (R)	Transportation Commission	ASSEMBLY	Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government. Makes conforming changes.
AB	20 a	Gaines B (R)	State Government Vacant Positions Elimination	ASSEMBLY	Relates to the Department of Human Resources. Requires the department to eliminate a percentage of the vacant positions in state government that are funded by the General Fund. Appropriates funds from the General Fund to the Department of Transportation for maintenance of the state highway system or for the state highway operation and protection program and a percentage to be made available to the Controller for apportionment to cities and counties for street and road purposes.

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AB	21 a Obernolte (R)	Environmental Quality: Highway Projects	SENATE	Relates to the California Environmental Quality Act (CEQA) environmental impact reports. Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	
AB	22 a Patterson (R)	Design-Build: Highways	ASSEMBLY	Authorizes the Department of Transportation to utilize design-build procurement on an unlimited number of projects. Requires the Department to contract with consultants to perform construction inspection services for those projects. Eliminates the requirement that the Department perform the inspection services for the projects on or interfacing with the State highway system.	
AB	23 a Garcia (D)	Transportation	ASSEMBLY	Requires the State Transportation Commission to establish a process whereby a department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents. Requires a specified amount of moneys to be appropriated for grants that prioritize projects in underserved areas.	
SB	1 a Beall (D)	Transportation Funding	Senate Appropriations Committee	Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and other purposes. Provides an increase the motor vehicle fuel and diesel fuel excise tax, vehicle registration fees, a new road access charge, the breakout of road maintenance funds, an increase in the vehicle license fee for bond debt service, funding for state highways, general fund loan repayment. Relates to gasoline and diesel excise tax neutrality.	Support in concept
SB	2 a Huff (R)	Greenhouse Gas Reduction Fund	Senate Transportation and Infrastructure Development Committee	Excludes from allocation under the Greenhouse Gas Reduction Fund provisions the annual proceeds of the fund generated from the transportation fuels sector. Provides that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.	
SB	3 a Vidak (R)	Transportation Bonds: Highway and Road Projects	SENATE	Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. Requires the redirection of unspent proceeds for repair and new construction projects on State highways and freeways. Continues funding for certain rail purposes.	
SB	4 a Beall (D)	Transportation Funding	In Conference	Declares the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	

	Author	Title	Status	Summary	Position
SB	5 a Beall (D)	Transportation Funding	ASSEMBLY	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	
SB	6 a Runner (R)	Greenhouse Gas Reduction Fund: Transportation	SENATE	Deletes the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and prohibits any of the proceeds from the fund from being used for that project. Continuously appropriates the remaining 65% of the annual proceeds of the fund to the Transportation Commission for allocation to high-priority transportation projects.	
SB	7 a Allen (D)	Diesel Sales and Use Tax	Senate Appropriations Committee	Increases the additional sales and use tax rate on diesel fuel. Restricts expenditures of revenues from that increase to transit capital purposes and certain transit services. Requires an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions. Provides that the increase in the additional sale and use tax imposed by this bill shall not be considered by the State Board of Equalization in its rate modification.	
SB	8 a Hill (D)	Public Transit: Funding	Senate Appropriations Committee	Appropriates a specified percentage of proceeds of the Greenhouse Gas Reduction Fund to the Transit and Intercity Rail Capital Program, and a percentage to the Low Carbon Transit Operations Program.	
SB	9 a Moorlach (R)	Department of Transportation	SENATE	Prohibits the Department of Transportation from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. Requires the Department to contract for architectural and engineering services with respect to public works of improvement, with a minimum of percentage of total value of these services to be contracted by a specified date and increasing to a new minimum.	
SB	10 a Bates (R)	Regional Transportation Capital Improvement Funds	Senate Transportation and Infrastructure Development Committee	Revises the process for programming and allocating the share of State and federal funds available for regional transportation improvement projects. Requires an annual apportionment. Provides that transportation capital improvement funds, and capital outlay support funds would be appropriated annual the the Budget Act to regional agencies. Requires identification of which program will be funded with these funds.	
SB	11 a Berryhill (R)	Environmental Quality: Transportation Infrastructure	Senate Transportation and Infrastructure Development Committee	Exempts from the California Environmental Quality Act a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met. Prohibits, in an action or proceeding seeking judicial review under the Act, a court from staying or enjoining such project in which the environmental impact report has been certified unless it makes specified findings.	

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SB	12 a	Runner (R)	State Transportation Commission	Senate Appropriations Committee	Excludes the State Transportation Commission from the Transportation Agency. Establishes it as an entity in State government, and requires it to act in an independent oversight role. Requires the Department of Transportation to program capital outlay support resources for each program project. Provides the Commission may approve or reject individual projects. Requires the Department to submit any change in programmed project's cost, scope, or schedule to the Commission for its approval.	
SB	13 a	Vidak (R)	Office of the Transportation Inspector General	Senate Appropriations Committee	Creates the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all State agencies expending State transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. Requires the appointment of a related Inspector General. Specifies Office funding sources.	
SB	14 a	Cannella (R)	Transportation Projects: Comprehensive Lease Agreements	Senate Transportation and Infrastructure Development Committee	Includes within the definition of regional transportation agency the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	
SCA	1 a	Huff (R)	Motor Vehicles Fees and Taxes: Expenditure Restrictions	Senate Appropriations Committee	Proposes an amendment to the Constitution to prohibit the Legislature from borrowing revenues from fees and taxes imposed by the State on vehicles or their use or operation, and from using those revenues other than as specifically permitted by the Constitution. Prohibits using such revenues for interest on mass transit voter-approved bonds. Relates to the use a motor vehicle fuels tax revenues and vehicle license fee revenues.	



FIRST EXTRAORDINARY SESSION TRANSPORTATION FUNDING & REFORM PROPOSALS

California Association of Councils of Governments

September 21, 2015

	FUNDING SOURCES	EXPENDITURES	POLICIES & REFORMS
Governor's Proposal	<p>Raises \$3.6 Billion in New Revenue</p> <ul style="list-style-type: none"> • <u>\$500 Million</u> from CPI adjustments • <u>\$300 Million</u> from 11 cent diesel tax increase • <u>\$ 2 Billion</u> from \$65 per year vehicle fee • <u>\$100 Million</u> in Caltrans efficiencies • <u>\$500 Million</u> in Cap & Trade Funding (<i>1 time?</i>) <p>Plus \$879 Million in One Time Loan Repayments</p> <ul style="list-style-type: none"> – <u>\$265 Million</u> for transit and intercity rail – <u>\$334 Million</u> for trade corridors, – <u>\$148 Million</u> to local traffic congestion relief – <u>\$132 Million</u> in state highway repairs. 	<p>New Road Maintenance & Rehab Account (RMRA)</p> <p>- \$1.8 Billion for State Programs</p> <ul style="list-style-type: none"> • <u>\$1.6 Billion</u> to SHOPP • <u>\$200 Million</u> for Goods Movement (TCIF) <p>- \$1.8 Billion for Local Programs</p> <ul style="list-style-type: none"> • <u>\$1.050 Billion</u> to local streets and roads • <u>\$250 Million</u> to State-Local Partnership for any county with a dedicated transportation fee • <u>\$400 Million</u> commuter rail & low carbon transit • <u>\$100 Million</u> – Local complete street program 	<ul style="list-style-type: none"> • Ballot initiative to protect revenues • Indexes gas and diesel tax rates to CPI • Eliminates fuel tax swap; restores pre-swap 18 cent excise rate • CEQA exemption for repairs in ROW • P3 extension for 10 years • CM/GC extended to 12 projects • Unspecified Caltrans efficiencies (\$100 M) • Advanced mitigation (\$30 M)
Legislative Proposals from Democrats	<p>\$3.9 Billion in New Road Funding: Beall (SBX1-1)</p> <ul style="list-style-type: none"> • <u>\$1.8 Billion</u> - 12 cents/gal increase on motor fuels • <u>\$572 Million</u> - 22 cents/gal on diesel fuels • <u>\$1.5 Billion</u> – New \$35 vehicle registration fee and another \$35 fee for road access (\$100 for Zero Emission Vehicles) <p>\$1 Billion in Restored Weight Fees (ABX1-1);</p> <ul style="list-style-type: none"> • <u>\$1 Billion</u> in weight fees remain in State Highway Account <p>\$700 Million Transit Funding: (SBX1-7 & 8) (ABX1-7 & 8)</p> <ul style="list-style-type: none"> • <u>\$400 Million</u> by doubling allocations from Cap & Trade for Intercity Rail and Low Carbon Transit programs • <u>\$300 Million</u> (estimated) from 3.5% increase on diesel fuel sales tax for State Transit Account <p>Active Transportation Program (SBX1-23)</p> <ul style="list-style-type: none"> • <u>\$125 Million</u> <i>redirected</i> to ATP from State Hwy. Account 	<p>Road Maintenance & Rehab. Account (SBX1-1)</p> <ul style="list-style-type: none"> • <u>\$300 Million</u> to Goods Movement via TCIF program (from extra 10 cents/gal on diesel fuel) • <u>5% (est. \$180 Million)</u> incents new local sales taxes • <u>Remaining \$3.4 Billion</u> split equally for SHOPP and to cities and counties for local streets and roads • CTC oversight of fund expenditures <p>Weight Fee & Transit Funding: Per existing State Highway Account and Cap and Trade programs</p> <p>Active Transportation Program (SBX1-23)</p> <ul style="list-style-type: none"> • Funds redirected to current ATP; • Also includes policy reform proposal in SBX1-1 related to STIP and SHOPP performance criteria. 	<p>SBX1-1 (and SB 16 from regular session)</p> <ul style="list-style-type: none"> • Indexes gas and diesel tax rates to CPI • Eliminates fuel tax swap; restores base rate • Increase Caltrans efficiencies by 30% with savings dedicated to SHOPP maintenance <p><i>Late Active Transportation Amends (SBX1-1)</i></p> <ul style="list-style-type: none"> • STIP & SHOPP capital projects must address bike and pedestrian access unless excluded • CTC develops criteria for STIP & SHOPP to address GHG, social equity, public health, and effects on disadvantaged communities. • CTC develops LSR criteria to measure PCI, bridge health, maintenance LOS, GHG, ATP benefits, and public health co-benefits.
Legislative Proposals from Republicans	<p>Senate Bills Redirect \$1.3 Billion in Existing Revenues</p> <ul style="list-style-type: none"> • <u>\$1.3 Billion</u> (est.)* in Cap and Trade (proposals overlap) <ul style="list-style-type: none"> – Redirect all cap and trade funds derived from motor vehicle fuels to transportation (SBX1-2) – Redirect 65% of cap and trade proceeds (approximate motor fuel contribution) to CTC (SBX1-6) <p>Assembly Bills Redirect \$4.4 Billion in Existing Revenues</p> <ul style="list-style-type: none"> • <u>\$500 Million</u> - 25% of Cap & Trade to SHOPP (ABX1-17)* • <u>\$1 Billion</u> from rededicating Weight Fees (ABX1-18) • <u>\$200 Million</u> from AHSC (ABX1-13) • <u>\$1 Billion</u> annually from General Fund (ABX1-14) • <u>\$685 Million</u> by eliminating vacant positions (ABX1-20) • <u>\$500 Million</u> by redirecting capital outlay (ABX1-15) 	<p>Senate Bill Methodologies</p> <ul style="list-style-type: none"> • <u>\$1.3 Billion*</u> in cap in trade (proposals overlap) <ul style="list-style-type: none"> – Appropriated for transportation infrastructure annually, including streets and highways, but excludes high speed rail (SBX1- 2) – For priority projects; 40%state highways, 40% local streets and roads, & 20% transit (SBX1-6) <p>Assembly Bill Methodologies</p> <ul style="list-style-type: none"> • <u>\$1 Billion</u> weight fees stay in State Hwy Account • <u>\$500 Million*</u> - 25% Cap & Trade funds to SHOPP • <i>Remaining bills would evenly split funds:</i> <ul style="list-style-type: none"> – <u>\$1.2 Billion</u> for the SHOPP – <u>\$1.2 Billion</u> for Local Streets and Roads 	<ul style="list-style-type: none"> • Ballot initiative to protect revenues (SCAX1-1) • Eliminate sunset on P3 authority (SB1X-14) • CEQA: exempt ROW repairs (SBX1-11) and prohibit enjoining construction (ABX1-21) • Increases Caltrans contracting and limit use of temp funding for permanent positions (SB X1-9) • Create Inspector General (SBX1-13) • Convert STIP to regional grants (ABX1-10) • Allow Design-Build (AB 1X-22) • Remove CTC from CalSTA (SBX1-12; ABX1-19) • Two county pilot for county operation of state highways (AB1X-16)

* Cap and Trade: All calculations based on \$2 billion in annual revenues

** General Disclaimer: This chart is only a summary. Some funding totals and outcomes are inferred. See referenced legislation for specific details.