SACOG Board of Directors

SACOG Board Room
1415 L Street, Suite 300
Sacramento, CA  95814

June 18, 2015 at 9:30 a.m.

The Board may take up any agenda item at any time, regardless of the order listed. Public comment will be taken on the item at the time that it is taken up by the Board. We ask that members of the public complete a request to speak form, submit it to the Clerk of the Board, and keep their remarks brief. If several persons wish to address the board on a single item, the chair may impose a time limit on individual remarks at the beginning of the discussion. Action may be taken on any item on this agenda.

Pledge of Allegiance

Roll Call:  Directors Aguiar-Curry, Ashby, Buckland, Cabaldon, Clerici, Crews, Davis, Duran, Flores, Frerichs, Griego, Hesch, Hodges, Jankovitz, Joiner, Kennedy, Miklos, Peters, Powers, Samayoa, Sander, Schenirer, Serna, Slowey, Stallard, Veerkamp, West, Wheeler, Yuill, Vice Chair Rohan, Chair Saylor, and Ex-Officio Member Benipal

Public Communications:  Any person wishing to address the Board on any item not on the agenda may do so at this time. After ten minutes of testimony, any additional testimony will be heard following the action items.

Consent:

1. Approve Minutes of the May 21, 2015, Board Meeting
2. Approve the Transportation Development Act Claim(s) for the City of Elk Grove, and Sacramento Regional Transportation District ◄ (Mr. Taylor)
3. Approve Consultant Selection and Contract Award for the Inter-Jurisdictional Transportation Mitigation Fee Program ◄ (Ms. Doherty)
4. Authorize Federal Policy Services Contract ◄ (Mr. Johnson)
5. Approve Reporting and Paying the Value of Employer Paid Member Contributions for FY 2015/16 ◄ (Ms. Niccum)
6. Authorize Contract Amendment for Project Management Consulting ◄ (Mr. Trost)
7. Authorize Amendment to Contract with Delfino Madden O’Malley Coyle & Koewler LLP for Downtown/Riverfront Streetcar Project ◄ (Mr. Trost)

Adjourn as SACOG, convene as SAFE (separate agenda attached)
Adjourn as SAFE, reconvene as SACOG

Action:

8. Request for Re-Authorization to Execute Contract for Transportation Development Act Annual Audit ◄ (Mr. Taylor)
9. Support for SB 16 – Transportation Funding ◄ (Mr. Johnson)
Workshop:
10. Exploring Infill Financing Through Infrastructure Finance Districts (Mr. Chew)

Reports:
11. Chair’s Report
12. Board Members’ Reports
13. Chief Executive Officer’s Report

Adjournment: The next meeting of the SACOG Board will be held on Thursday, **August 20, 2015** at 9:30 a.m. in the SACOG Board Room, 1415, L Street, Sacramento, CA.

Action Requested

Prepared by:       Approved by:
Mike McKeever    Don Saylor
Chief Executive Officer    Chair

This agenda and attachments are available on SACOG’s website at [www.sacog.org](http://www.sacog.org).

*The Meridian Plaza is accessible to the disabled. If requested, this agenda, and documents in the agenda packet can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact SACOG for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact SACOG by phone at 916-321-9000, e-mail ([sacog@sacog.org](mailto:sacog@sacog.org)) or in person as soon as possible and preferably at least 72 hours prior to the meeting. Parking is available at [15th and K Streets](http://www.sacog.org).*
June 11, 2015

Approve Minutes of the May 21, 2015, Board Meeting

Issue: The SACOG Board of Directors met on May 21, 2015, for a regular SACOG Board meeting.

Recommendation: Approve the minutes of the meetings as submitted.

Discussion: Attached are the Action Minutes of the May 21, 2015, SACOG Board meeting.

Approved by:

Mike McKeever
Chief Executive Officer

MM:lo

Attachment
SACOG Board of Directors
Draft Action Minutes

SACOG Board Room
1415 L Street, Suite 300
Sacramento, CA 95814

The SACOG Board of Directors met in regular session on May 21, 2015 at 10:00 AM in the SACOG Board Chambers located at 1415 L Street, Sacramento, CA 95814.

Call to Order: Chair Saylor called the meeting to order at 10:10 AM.

Present: Directors Aguiar-Curry, Buckland, Cabaldon, Clerici, Crews, Davis, Griego, Hesch, Hodges, Jankovitz, Joiner, Kennedy, Miklos, Powers, Samaya, Sander, Schenirer, Serna *, Slowey, Denny for Stallard, Veerkamp, West, Wheeler, Ruslin for Yuill, Vice Chair Rohan, Chair Saylor, and Ex-Officio Member Benipal

Absent: Directors Ashby, Frerichs, Duran, Flores, and Peters

*arrived as noted below

Public Communications: No one appeared to speak during Public Communications.

Due to a lack of a Board quorum at the start of the meeting at 10:10, the Consent and Action Items were postponed until after the non –voting agenda items.

Director Serna arrived at 10:40 AM

Consent: It was moved, seconded (Miklos/West) and passed by unanimous vote that the following consent items be approved:

1. Minutes of the April 16, 2015, Board Meeting
2. Transportation Development Act Claim(s) for the County of Yuba, and Paratransit, Inc.
3. Transportation Development Act Annual Audits
4. Revised Sacramento County Local Transportation Fund Findings of Apportionment for Fiscal Year 2014/15
5. SACOG Title VI Program Report and Limited English Proficiency Plan
6. Consideration of SB 321 (Beall) – Variable Gas Tax Rate Adjustment
7. Consideration of SB 529 (Pan) – Downtown/Riverfront Streetcar Project
8. Downtown/Riverfront Streetcar Environmental Approval
9. Food System Multiplier Study Update and Contract

The SACOG Board adjourned at 10:42 and convened as the SAFE Board. The SAFE Board adjourned at 10:45 and reconvened as the SACOG Board.
Action:
10. Approve 2015 Transportation Investment Generating Economic Recovery (TIGER) Nomination Process

Matt Carpenter, SACOG staff, presented the report. It was moved/seconded (Cabaldon/Crews) and passed by unanimous vote that:

THE BOARD AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO PROVIDE LETTERS OF SUPPORT AND TECHNICAL SUPPORT FOR FIVE PROJECTS NOMINATED FOR 2015 TIGER FUNDING PROGRAM.

11. Approve Final Fiscal Year 2015-16 Overall Work Program

Matt Carpenter, SACOG staff, presented the report. It was moved/seconded (Griego/Rohan) and passed by unanimous vote that:


12. Approve Final Budgets for Fiscal Year 2015-16

Kirk Trost, SACOG COO, presented the report. It was moved/seconded (Joiner/Denny) and passed by unanimous vote that:

THE BOARD ADOPT THE FINAL FY 2015-16 BUDGETS.

13. Support for SB 16 (Beall) – Transportation Funding

Erik Johnson, SACOG staff, presented the report. Jim Earp, the Executive Director of the CA Alliance for Jobs also presented.

It was moved/seconded (Serna/Miklos) that this Item be referred back to the Government Relations and Public Affairs Committee for additional review.

Reports:
14. Chair’s Report – Chair Saylor provided his report.
15. Board Members’ Reports – Board members reported on current local issues.
16. Chief Executive Officer’s Report – Mike McKeever gave his report to the Board.

Receive And File:
17. 2015 SACOG Delivery Plan Update
18. May is Bike Month Update
19. FY 2015-16 Caltrans Transportation Planning Discretionary Grants
20. Federal Advocacy Update
21. Report on Contracts Under $60,000
22. U.S. Department of Housing & Urban Development
Adjournment: The meeting was adjourned at 11:05 AM to the American River Rooms for the Board Lunch Discussion.

Prepared by: Mike McKeever
Chief Executive Officer

Approved by: Don Saylor
Chair

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Approve the Transportation Development Act Claim(s) for the City of Elk Grove, and the Sacramento Regional Transportation District

Issue: The Transportation Development Act (TDA) authorizes eligible cities, counties, and transit operators to receive TDA funds for transportation purposes and street and road projects. The TDA funds are made available from sales tax receipts.

Recommendation: Staff recommends that the Board approve this summary resolution of the TDA claims listed below.

2. Sacramento Regional Transportation District for $47,120,620 Resolution No. 38 – 2015

Committee Action/Discussion: Current Board policy calls for routine TDA allocations to cities, counties, and transit operators to come directly to the Board without review by a committee. These funds will be used as authorized by law for various purposes and in the amount shown on the attached resolutions. In the original Board packet item, it was noted that the City of Elk Grove claim had been reviewed by staff and found to be in compliance with the TDA and is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the agency’s short-range transit plan.

Since the time of the Board packet mail-out, the Sacramento Regional Transportation District (RT) claim has also been reviewed by staff and found to be in compliance with the TDA and is consistent with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the agency’s short-range transit plan.

Amending this Board item to include the completed TDA claim for RT provides cash flow benefits for that agency. Without action in June, RT would need to wait until the next SACOG Board meeting on August 20 to get approval of their TDA claim.

Approved by:

Mike McKeever
Chief Executive Officer

Attachments

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Sharon Sprowls, Senior Planner Specialist, (916) 340-6235
Gary Taylor, Senior Planner, (916) 340-6279
Barbara VaughanBechtold, Associate Planner, (916) 340-6226

cc: Les Tyler, Chief Financial Officer, Sacramento Regional Transportation District
Jean Foletta, Transit Manager, City of Elk Grove
WHEREAS, the City of Elk Grove has submitted an amended claim for FY 2014-15 Local Transportation Funds of $5,930,846 and State Transit Assistance Funds of $887,911 under the provisions of the Transportation Development Act for the amounts and purposes as follows:

<table>
<thead>
<tr>
<th>Local Transportation Fund</th>
<th>Approved June 18, 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Utility Code</td>
<td>Purpose</td>
</tr>
<tr>
<td>Article 4 – Section 99260(a)</td>
<td>FY14-15 Transit Operations</td>
</tr>
<tr>
<td>Article 4 – Section 99400(c)</td>
<td>FY14-15 SRTD Operations</td>
</tr>
<tr>
<td>Article 4 – Section 99260(a)</td>
<td>FY14-15 Transit Capital</td>
</tr>
<tr>
<td>Article 3 – Section 99234</td>
<td>FY14-15 Pedestrian &amp; Bicycle Improvements</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
</tr>
<tr>
<td>Article 4 – Section 99234</td>
<td>FY14-15 SACOG Planning</td>
</tr>
<tr>
<td>Subtotal Incl SACOG</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Transit Assistance Fund</th>
<th>Approved June 18, 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Utility Code</td>
<td>Purpose</td>
</tr>
<tr>
<td>Article 4 – Section 6730(a)</td>
<td>FY14-15 Transit Operations</td>
</tr>
<tr>
<td>Article 4 – Section 6730(a)</td>
<td>FY14-15 Transit Capital</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

WHEREAS, such claim is consistent with State Law, with Guidelines adopted by the Board and with the approved apportionment for FY 2014-15; and

WHEREAS, the Board Resolution No. 11-2015 on February 19, 2015 found that there are unmet transit needs that are reasonable to meet in the City of Elk Grove.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby makes the following findings in accordance with Subchapter 2.5, Article 5, Section 6754 of the Transportation Development Act:

1. The City of Elk Grove’s proposed expenditures are in conformity with the Metropolitan Transportation Plan.
2. The level of passenger fares and charges is sufficient to enable the City of Elk Grove to meet
the fare revenue requirements of the Public Utilities Code.

3. The City of Elk Grove is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

4. The sum of the City of Elk Grove’s allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority area wide public transportation needs.

6. The City of Elk Grove has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.

7. The City of Elk Grove is not precluded by any contract entered into on or after June 28, 1979 from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license.

8. The City of Elk Grove has submitted the certification required by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1801.1 of the Vehicle Code.

9. The City of Elk Grove is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

BE IT FURTHER RESOLVED that the Board hereby approves the amendment for Local Transportation Funds for FY 2014-15 in the amount of $5,930,846 and State Transit Assistance Funds for FY 2014-15 in the amount of $887,911 for a total claim amount of $6,818,757 and authorizes the forwarding of funds to the City of Elk Grove in proportion to funds received from the State.

PASSED AND ADOPTED, this 18th day of June 2015 by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Don Saylor
Chair

Mike McKeever
Chief Executive Officer
SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 38 – 2015

APPROVING THE SACRAMENTO REGIONAL TRANSIT DISTRICT’S TRANSPORTATION DEVELOPMENT ACT CLAIM FOR FY2015-16 IN THE AMOUNT OF $47,120,620

WHEREAS, the Sacramento Regional Transit District has submitted a claim for FY 2015-16 Local Transportation Funds of $37,770,887 and State Transit Assistance Funds of $9,349,733 under the provisions of the Transportation Development Act for the amounts and purposes as follows:

<table>
<thead>
<tr>
<th>Local Transportation Fund</th>
<th>Purpose</th>
<th>Year of Funds</th>
<th>Previous Award</th>
<th>Total Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 4 – Section 99260(a)</td>
<td>FY15-16 SRTD Operations</td>
<td>FY 2014/15</td>
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<tr>
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<td>FY15-16 SACOG Planning</td>
<td>FY 2014/15</td>
<td>$0</td>
<td>$1,141,271</td>
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<tr>
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<td></td>
<td></td>
<td><strong>$0</strong></td>
<td><strong>$37,770,887</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Transit Assistance Fund</th>
<th>Purpose</th>
<th>Year of Funds</th>
<th>Previous Award</th>
<th>Total Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 4 – Section 6730(a)</td>
<td>FY15-16 SRTD Operations</td>
<td>FY 2014/15</td>
<td>$0</td>
<td>$5,186,793</td>
</tr>
<tr>
<td>Article 4 – Section 6730(b)</td>
<td>FY15-16 SRTD Capital</td>
<td>FY 2014/15</td>
<td>$0</td>
<td>$3,682,256</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td><strong>$0</strong></td>
<td><strong>$9,349,733</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$0</strong></td>
<td><strong>$47,120,620</strong></td>
</tr>
</tbody>
</table>

WHEREAS, such claim is consistent with State Law, with Guidelines adopted by the Board and with approved apportionments for FY 2015-16; and

WHEREAS, the Board Resolution No. 18-2015 on February 19, 2015 found that there are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby makes the following findings in accordance with Subchapter 2.5, Article 5, Section 6754 of the Transportation Development Act:

1. The Sacramento Regional Transit District’s proposed expenditures are in conformity with the Metropolitan Transportation Plan.

2. The level of passenger fares and charges is sufficient to enable the Sacramento Regional Transit District to meet the fare revenue requirements of the Public Utilities Code.
3. The Sacramento Regional Transit District is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

4. The sum of the Sacramento Regional Transit District’s allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

5. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority area wide public transportation needs.

6. The Sacramento Regional Transit District has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244.

7. The Sacramento Regional Transit District is not precluded by any contract entered into on or after June 28, 1979 from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license.

8. The Sacramento Regional Transit District has submitted the certification required by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1801.1 of the Vehicle Code.

9. The Sacramento Regional Transit District is in compliance with the eligibility requirements of Public Utilities Code Section 99314.6.

BE IT FURTHER RESOLVED that the Board hereby approves the request for Local Transportation Funds for FY 2015-16 in the amount of $37,770,887 and State Transit Assistance Funds for FY 2015-16 in the amount of $9,349,733 for a total claim amount of $47,120,620 and authorizes the forwarding of funds to the Sacramento Regional Transit District in proportion to funds received from the State.

PASSED AND ADOPTED, this 18th day of June 2015 by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

______________________________  ______________________________
Don Saylor                  Mike McKeever
Chair                     Chief Executive Officer
SACOG Board of Directors  Consent  

June 11, 2015

Approve Consultant Selection and Contract Award for the Inter-Jurisdictional Transportation Mitigation Fee Program

Issue: Should the Board approve awarding a contract for consulting assistance for the Inter-Jurisdictional Transportation Mitigation Fee Program?

Recommendation: The Transportation Committee unanimously recommends that the Board award a contract to DKS for work on the Inter-Jurisdictional Transportation Mitigation Fee Program.

Committee Action/Discussion: In coordination with Sutter County, SACOG received a Caltrans Partnership Planning grant to work with Sutter County, Placer County, Sacramento County, the City of Roseville and Caltrans to develop a multi-jurisdictional development impact fee program. This program intends to establish a source of capital funding for transportation improvements required by new development(s) within defined areas of these jurisdictions over the next 30 years.

On April 15, SACOG released a Request for Proposals (RFP) for consultant services to provide technical analysis and a nexus study, which is required for the development and implementation of a traffic impact fee program. Three consulting firms, DKS, Fehr & Peers and TJKM, responded to the RFP. Staff from all of the participating jurisdictions formed a panel and reviewed and evaluated the firms’ written proposals based on experience, qualifications and proposed work plan for the project. Based on the strength of its written proposal, the panel decided not to hold interviews and unanimously selected DKS as the top-ranked consultant team to perform this study.

The total budget for the planned work is $170,000 and is funded by a Caltrans Planning grant. The duration of the work is estimated to be approximately one year.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:AZ:ds

Key Staff:  
Matt Carpenter, Director of Transportation Services, (916) 340-6276  
Sharon Sprowls, Senior Program Specialist, (916) 340-6235  
Azadeh Doherty, Senior Planner, (916) 340-6221
Item #15-6-4
Consent

SACOG Board of Directors

June 11, 2015

Authorize Federal Policy Services Contract

**Issue:** Should SACOG extend its agreement with Transportation for America for federal policy services?

**Recommendation:** The Government Relations & Public Affairs Committee recommends that the Board authorize the CEO to amend the current contract with Transportation for America for federal policy services through June 30, 2016, with an additional contract amount of $39,950.

**Committee Action/Discussion:** In August 2013, the Board of Directors awarded a contract to Transportation for America for federal policy services for one year with three optional one-year extensions. In 2014, the board authorized the first one-year extension. Staff is recommending the second one-year extension commence July 1, 2015. Staff is not recommending an increase in the annual contract amount, which is currently set to $39,950.

Since the initial contract award, Transportation for America has provided excellent service to SACOG in providing information, perspective, and advice on transportation and other issues of interest to SACOG. Led by Director James Corless, Transportation for America staff have made several presentations to the SACOG Board in Sacramento and Washington, D.C., and have also provided briefings to the Metro Chamber’s Cap-to-Cap Transportation Team.

Since 2014, Transportation for America’s primary representative to SACOG has been Beth Osborne, who formerly served as Acting Assistant Secretary of the U.S. Department of Transportation and also brings tremendous experience from her time as a Congressional staffer. Transportation for America also provides written summaries to the Government Relations & Public Affairs Committee each month, and communicates with staff at least weekly about federal issues.

SACOG staff continues to believe that by working with a non-traditional advocate, SACOG can benefit from the combination of Transportation for America’s strengths with those of SACOG staff. Transportation for America is not a registered lobbyist. SACOG staff, as employees of a public agency, are permitted to interact directly with federal officials without registering to lobby, and arrange for meetings with federal officials independently of Transportation for America.

Approved by:

Mike McKeever  
Chief Executive Officer

MM:EJ:ts

Key Staff: Erik Johnson, Manager of Policy and Administration, (916) 340-6247
SACOG Board of Directors

June 11, 2015

Approve Reporting and Paying the Value of Employer Paid Member Contributions for FY 2015/16

**Issue:** Should the Board approve a resolution for reporting and paying the value of CalPERS employer-paid member contributions (EPMC) for FY 2015-16?

**Recommendation:** The Government Relations & Public Affairs Committee recommends that the Board approve the resolution for reporting and paying the value of EPMC for FY 2015-16, for retirement tiers I and II and paying but not reporting the value of EPMC for the PEPRA tier.

**Committee Action/Discussion:** During the development of the FY 2010-11 budgets, the SACOG Employees Association agreed to a number of cost-saving measures to address the financial challenges facing SACOG. One of the cost-saving measures was an agreement to absorb increased CalPERS EPMC costs.

On September 12, 2012 the Governor signed the Public Employees’ Pension Reform Act of 2013 (PEPRA). The PEPRA tier includes those employees hired on or after January 1, 2013 who have no prior membership in any California public retirement system and are not eligible for reciprocity with another California public retirement system or a new hire that has a break in service greater than six months from a PERS agency.

Under the amended Memorandum of Understanding (MOU) with the SACOG Employees Association, employees are required to pay 100 percent of the annual increase in SACOG’s employer contributions to CalPERS up to the capped amount of 1 percent (the annual increase is 3.571%). Effective July 1, 2015, SACOG’s employer-paid member contributions will be reduced to 3.10 percent for Tier I employees and 2.10 percent for Tier II employees, and 1.60 percent for PEPRA Tier Employees.

Pursuant to California Code of Regulations section 571(a)(1), SACOG is required to adopt a resolution or ordinance when the EPMC rate changes. The attached resolution fulfills the regulatory requirement.

Approved by:

Mike McKeever
Chief Executive Officer

KET:SN:ts
Attachment

Key Staff: Kirk Trost, Chief Operating Officer/General Counsel, (916) 340-6210
Erik Johnson, Manager of Policy and Administration, (916) 340-6247
Stacy Niccum, Finance Manager, (916) 340-6258
WHEREAS, the governing body of the Sacramento Area Council of Governments (SACOG) has the authority to implement Government Code Section 20636(c)(4) pursuant to Section 20691; and

WHEREAS, the governing body of SACOG has a written labor policy of agreement which specifically provides for the normal member contributions to be paid by the employer and reported as additional compensation; and

WHEREAS, one of the steps in the procedures to implement Section 20691 is the adoption of the governing body of SACOG of a Resolution to continue paying and reporting the value of said Employer Paid Member Contributions (EPMC); and

WHEREAS, the governing body of SACOG has identified the following conditions for the purpose of its election to pay EPMC:

**TIER I:**

- This benefit shall apply to all employees hired prior to November 1, 2011.
- This benefit shall consist of paying 3.10 percent of the normal contributions as EPMC, and reporting the same percent of compensation earnable (excluding Government Code Section 20636(c)(4)) as additional compensation.

**TIER II:**

- This benefit shall apply to all employees hired on or after November 1, 2011 who are classic employees and does not include PEPRA tier employees.
- This benefit shall consist of paying 2.10 percent of the normal contributions as EPMC, and reporting the same percent of compensation earnable (excluding Government Code Section 20636(c)(4)) as additional compensation

**PEPRA TIER:**

- This benefit shall apply to all PEPRA Tier employees hired on or after Jan 1, 2013.
- This benefit shall consist of paying 1.60 percent of the normal contributions as EPMC. SACOG will not report the EPMC as compensation earnable.
NOW, THEREFORE, BE IT RESOLVED, that the governing body of SACOG elects to pay and report the value of EPMC, as set forth above effective July 1, 2015.

PASSED AND ADOPTED, this 18th day of June 2015, by the following vote of the SACOG Government Relations & Public Affairs Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____________________________   _____________________________
Don Saylor       Mike McKeever
Chair       Chief Executive Officer
June 11, 2015

Authorize Contract Amendment for Project Management Consulting

**Issue:** Should SACOG amend a contract with Highlands Consulting for project management training and support?

**Recommendation:** The Government Relations & Public Affairs Committee recommends that the Board authorize the CEO to increase the contract with Highlands Consulting by $72,000, for a total contract amount not to exceed $114,880.

**Committee Action/Discussion:** With SACOG’s shift to a team-based staffing approach in 2013, SACOG management has empowered a larger number of team managers to work more independently. To ensure consistency across projects, and to provide appropriate oversight, management contract with Highlands Consulting in 2014 to provide project management support.

To date, the scope has included training to SACOG staff on project management and development of customized project management tools. Using the internationally recognized Project Management Institute’s principles of project management, Highlands Consulting trained staff on the basic principles, and then worked with small staff groups to develop templates for a project charter, risk management register, work plan, and project closeout tailored to SACOG’s unique needs. This work has been completed on schedule and within budget.

This contract amendment would add additional work to establish a project management office within SACOG to provide common, consistent project planning, execution, and reporting processes and tools for team managers and management. A project management office is a best practice from the Project Management Institute. This work would take place between now and December 31, 2015. Staff intends for this contract amendment to satisfy SACOG’s need related to consultant support for project management. Existing staff will lead the project management office.

The extension of this contract is necessary to continue SACOG’s work. Staff is recommending this course rather than soliciting an RFP, because Highlands Consulting has special knowledge from current work that would be costly to duplicate, and delaying the implementation of a project management structure would be disruptive.

Staff is bringing this item to the Board for authorization, because the CEO can only approve contracts up to $60,000.

Approved by:

Mike McKeever
Chief Executive Officer

KT:EJ:ts

Key Staff: Kirk E. Trost, Chief Operating Officer/General Counsel, (916) 340-6210
Erik Johnson, Manager of Policy and Administration, (916) 340-6247
Authorize Amendment to Contract with Delfino Madden O’Malley Coyle & Koewler LLP for Downtown/Riverfront Streetcar Project

**Issue:** Should SACOG amend its contract with Delfino Madden O’Malley Coyle & Koewler LLP (Delfino Madden) for its work on the Downtown/Riverfront Streetcar Project?

**Recommendation:** The Government Relations & Public Affairs Committee recommends that the Board authorize an amendment to the contract with Delfino Madden for additional work in the amount of $70,000 and extend the contract through September 30, 2015.

**Committee Action/Discussion:** SACOG is acting as the Project Manager for the Downtown/Riverfront Streetcar Project, in partnership with the cities of Sacramento and West Sacramento, the Sacramento Regional Transit District, and the Yolo County Transportation District.

SACOG identified the need for on-call legal services for the project, including guidance for the formation of a governance structure, and a Request for Qualifications was issued on June 2, 2014. In July 2014, SACOG entered into a contract with Delfino Madden for $50,000 using the authority granted to the CEO by the Board.

The need for these legal services will continue beyond the term of the current contract, which expires June 30, 2015. As such staff is requesting the amendment.

Approved by:

Mike McKeever
Chief Executive Officer

MM:KET:le

**Key Staff:** Kirk Trost, Chief Operating Officer/General Counsel, (916) 340-6210
Request for Re-Authorization to Execute Contract for Transportation Development Act Annual Audit

Issue: Should the Board authorize a corrected contract amount for one Annual Transportation Development Act (TDA) Audit Service previously approved by the Board?

Recommendation: That the Board reauthorize Audit Services #3 for the corrected contract amount.

Discussion: In May 2015, SACOG staff brought forward an item for the Board to authorize the Chief Executive Officer to execute contracts for audit services with three audit firms for four TDA Audit Services. SACOG staff subsequently discovered an error in the cost proposal for one of the audit services. The cost proposal failed to include the cost for one of the four transit agencies in the annual audit totals. A review of the evaluation process showed the revised cost was still lower than other proposals, so the overall scores and vendor recommendation remain the same.

This information came to light on June 9th, so this item could not be brought to the Transportation Committee. Because the revised amount is different from the amount approved by the Board, staff is re-submitting the item to the Board to authorize an increase of $35,400 for Audit Services #3. The attached table shows the recommended audit firm and the revised three-year contract amount for the audit services.

Approved by:

Mike McKeever
Chief Executive Officer

MM:GT:ds

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Sharon Sprowls, Senior Planner Specialist, (916) 340-6235
Gary Taylor, Senior Planner, (916) 340-6279
Barbara VaughanBechtold, Associate Planner, (916) 340-6226
### Audit Services #3

<table>
<thead>
<tr>
<th>Paratransit, Inc., Yolo County Transportation District, Yuba-Sutter Transit Authority, and Unitrans TDA, Single Audit, CAFR</th>
<th>Richardson &amp; Company, LLP</th>
<th>$182,400</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$217,800</td>
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</table>
Support for SB 16 – Transportation Funding

**Issue:** Should SACOG support SB 16, which would raise temporary taxes and fees for transportation?

**Recommendation:** The Government Relations & Public Affairs Committee recommends that the Board support SB 16 if amended to add protections to ensure that the funds collected would only be available for road maintenance and rehabilitation. The committee also recommends supporting extension of the sunset date from 5 to 10 years.

**Committee Action/Discussion:**
The Government Relations & Public Affairs Committee voted (5 yes, 0 no, 2 abstain) to recommend support for SB 16 if amended to add protections to ensure that the funds collected would only be available for road rehabilitation and maintenance. The committee also recommends supporting extension of the sunset date for the Road Maintenance and Rehabilitation Program from 5 to 10 years.

Committee members understood the need for additional funding for road maintenance and rehabilitation projects for cities and counties, but there were concerns that the funds might not be protected from future borrowing by the state for other purposes. SB 16 contains some protections for the funds to be used only for the intended purposes, but the committee recommended that staff make SACOG’s support conditional on additional protections being added either to SB 16 or through separate legislation or constitutional amendment. If the board accepts the committee’s recommendation, staff will advocate for such protections and will report back to the board.

As SB 16 moves forward, and consistent with SACOG’s Advocacy Procedures, staff will consult with the Board Chair and Government Relations & Public Affairs Committee Chair if there are legislative developments that require an urgent decision beyond the authority given to staff.

Committee members also expressed interest in extending the length of SB 16 from 5 to 10 years and emphasizing the importance of the accountability provisions within SB 16.

The committee heard from Jim Earp, Executive Consultant, California Alliance for Jobs, on the public opinion research his organization has done on this subject. A summary of that research is attached. Kiana Buss, Legislative Representative, California State Association of Counties, also presented on the local government perspective on SB 16. A copy of estimated revenues for Sacramento region cities and counties is attached.

Previously, in May, the Government Relations & Public Affairs Committee voted to recommend support for SB 16, with three in favor of supporting SB 16 and four abstaining. The general
concerns of those abstaining related to: 1) whether the funds would be protected from future borrowing by the State of California; 2) the impact of increased taxes on consumers and businesses; and 3) what specific Caltrans reforms would result from this bill. Mr. Earp also presented briefly to the board at its May meeting, but the board was interested in a more extensive committee-level discussion of SB 16 prior to board action and so referred this item back to the committee.

**Overview of SB 16**

SB 16 would increase several taxes and fees to raise roughly $3.5 billion in new transportation revenues annually to address deferred maintenance on the state highways and local streets and roads. The taxes and fees would sunset after five years.

In the Governor’s inaugural address in January, he called for a bipartisan fix to the $59 billion maintenance backlog for state highways. Additionally, the League of California Cities and California State Association of Counties identified a $78.3 billion maintenance backlog for local streets and roads. Without additional funding, the percentage of roads in failed condition will increase from 6 percent to 25 percent by 2024, greatly increasing the cost of repair.

SB 16 would create the Road Maintenance and Rehabilitation Program (RMRP), which would be used exclusively for those purposes. Five new or existing taxes or fees would be raised in order to fund the RMRP. The table below shows the current transportation taxes and fees, and what the proposed addition would be for each type. SB 16 would require repayment to the RFMP of $1 billion in loans from transportation accounts to the General Fund over three years. Weight fees, which have been used to pay off transportation-related general obligation bonds, also would be redirected to RMRP. SB 16 would require Caltrans to provide the California Transportation Commission with a plan to increase the department’s efficiency by 30 percent over the prior three years, with the savings going to RMRP.

**Current State Transportation Taxes And Fees, and Proposed Increases**

<table>
<thead>
<tr>
<th>Current, Proposed increase</th>
<th>Current</th>
<th>Proposed increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline excise tax (per gallon)</td>
<td>$0.36</td>
<td>$0.10</td>
</tr>
<tr>
<td>Diesel excise tax (per gallon)</td>
<td>$0.11</td>
<td>$0.12</td>
</tr>
<tr>
<td>Diesel sales tax</td>
<td>$0.27/gallon</td>
<td>-</td>
</tr>
<tr>
<td>Vehicle license fee (annual)</td>
<td>0.65% of market value</td>
<td>0.07% annually over five years</td>
</tr>
<tr>
<td>Vehicle registration fee (annual)</td>
<td>$43</td>
<td>$35</td>
</tr>
<tr>
<td>Weight fees for commercial vehicles (annual)</td>
<td>Up to $2,271</td>
<td>-</td>
</tr>
<tr>
<td>Zero emission vehicle license fee (annual)</td>
<td>-</td>
<td>$100</td>
</tr>
</tbody>
</table>

1 $0.02 of the diesel excise tax would be deposited in the Trade Corridors Improvement Fund for allocation by the California Transportation Commission for infrastructure improvements on corridors that have a high volume of freight movement.
For an average driver, using a typical vehicle value, average fuel efficiency, and driving 12,000 miles per year, the extra fees and taxes will result in direct cost increases of about $180/year or $0.50/day.

SB 16 is consistent with SACOG’s State Advocacy Principles, which call for: 1) giving regions and local governments additional revenue options and protections, 2) restricting the state budget to help stabilize transportation funding, and 3) supporting new ways to fund transportation needs.

SB 16 passed the Senate Committee on Appropriations on May 28, and is pending before the full Senate.

Changes since May committee meeting

Since the May committee meeting, SB 16 has been amended to include one-time floor stock taxes set at the same rate as the gasoline and diesel excise taxes. The most recent version of SB 16 is attached. A floor stock tax is a way to ensure that existing fuels held in inventory prior to a tax increase taking effect are taxed at the same rate as new fuels after the tax takes effect. Having a large fuel inventory before a tax rate increase takes effect can bring about a small windfall to a seller. When the state enacted the fuel tax swap in 2010, they also used a one-time floor stock tax.

Since the May committee meeting, staff also prepared additional analysis based on the questions raised by committee members. That information, which was included in the May board item, is attached.

Attachments

Attachment A: SB 16 Proposed Road Maintenance and Rehabilitation Program Estimated Allocations for the SACOG Region, as reported by CSAC and the League of California Cities
Attachment B: Text of SB 16
Attachment C: Additional Analysis of SB 16
Attachment D: Fix-it-First Needs in the SACOG Region
Attachment E: Allocation of State Transportation Project Funding
Attachment F: California Alliance for Jobs Public Opinion Report
Attachment G: List of Organizations In Support/Opposition

Approved by:

Mike McKeever
Chief Executive Officer

KET:EJ:ts

Key Staff: Erik Johnson, Manager of Policy and Administration, (916) 340-6247
## Proposed New Local Streets & Roads Funding Under SB16’s Five Year Program

Sacramento Area Council of Governments Cities and Counties

**Estimated 21 March 2015**

<table>
<thead>
<tr>
<th>County</th>
<th>First Year $1.33 billion</th>
<th>Second Year $1.42 billion</th>
<th>Third Year $1.52 billion</th>
<th>Fourth Year $1.61 billion</th>
<th>Fifth Year $1.71 billion</th>
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<tr>
<td><strong>EL DORADO COUNTY</strong></td>
<td>6,112,142</td>
<td>6,548,724</td>
<td>6,985,305</td>
<td>7,421,887</td>
<td>7,858,469</td>
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<td>Placerville</td>
<td>213,522</td>
<td>228,774</td>
<td>244,025</td>
<td>259,277</td>
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<td>South Lake Tahoe</td>
<td>488,563</td>
<td>523,460</td>
<td>558,358</td>
<td>593,255</td>
<td>628,152</td>
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<tr>
<td><strong>PLACER COUNTY</strong></td>
<td>8,804,242</td>
<td>9,433,117</td>
<td>10,061,991</td>
<td>10,690,866</td>
<td>11,319,740</td>
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<td>Auburn</td>
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<td>299,990</td>
<td>319,989</td>
<td>339,988</td>
<td>359,987</td>
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<td>Colfax</td>
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<td>46,315</td>
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<td>982,460</td>
<td>1,047,915</td>
<td>1,113,409</td>
<td>1,178,904</td>
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<td>Loomis</td>
<td>136,770</td>
<td>146,539</td>
<td>156,309</td>
<td>166,078</td>
<td>175,847</td>
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<td>Rocklin</td>
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<td>1,296,796</td>
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<td>Roseville</td>
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<td>2,759,017</td>
<td>3,292,951</td>
<td>3,312,886</td>
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<td><strong>SACRAMENTO COUNTY</strong></td>
<td>24,909,602</td>
<td>26,688,860</td>
<td>28,468,117</td>
<td>30,247,374</td>
<td>32,026,632</td>
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<td>Citrus Heights</td>
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<td>1,914,921</td>
<td>2,042,583</td>
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<td>Elk Grove</td>
<td>3,259,278</td>
<td>3,492,083</td>
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<tr>
<td>Folsom</td>
<td>1,501,246</td>
<td>1,608,478</td>
<td>1,715,709</td>
<td>1,822,941</td>
<td>1,930,173</td>
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<tr>
<td>Folsom</td>
<td>492,660</td>
<td>527,850</td>
<td>563,040</td>
<td>598,230</td>
<td>633,420</td>
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<td>Isleton</td>
<td>17,119</td>
<td>18,342</td>
<td>19,565</td>
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<td>Rancho Cordova</td>
<td>1,375,997</td>
<td>1,474,282</td>
<td>1,572,967</td>
<td>1,670,853</td>
<td>1,769,138</td>
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<tr>
<td>Sacramento</td>
<td>9,861,501</td>
<td>10,565,894</td>
<td>11,270,287</td>
<td>11,974,680</td>
<td>12,679,073</td>
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<td><strong>SUTTER COUNTY</strong></td>
<td>3,416,071</td>
<td>3,660,076</td>
<td>3,904,082</td>
<td>4,148,087</td>
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<tr>
<td>Live Oak</td>
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<td>191,047</td>
<td>203,783</td>
<td>216,520</td>
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<td>Yuba City</td>
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<td>Davis</td>
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<td>1,178,423</td>
<td>1,252,074</td>
<td>1,325,726</td>
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<td>Winters</td>
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<td>154,254</td>
<td>164,536</td>
<td>174,821</td>
<td>185,105</td>
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<td>Woodland</td>
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<td>1,244,987</td>
<td>1,327,966</td>
<td>1,410,985</td>
<td>1,493,984</td>
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<tr>
<td><strong>YUBA COUNTY</strong></td>
<td>2,719,128</td>
<td>2,913,351</td>
<td>3,107,574</td>
<td>3,301,796</td>
<td>3,496,021</td>
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<td>Marysville</td>
<td>260,985</td>
<td>279,627</td>
<td>-</td>
<td>298,268</td>
<td>-</td>
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<tr>
<td>Wheatland</td>
<td>72,168</td>
<td>77,323</td>
<td>-</td>
<td>82,478</td>
<td>-</td>
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<tr>
<td><strong>Total</strong></td>
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<td>$31,810,145</td>
<td>$33,930,822</td>
<td>$36,051,498</td>
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<tr>
<td></td>
<td>$80,434,518</td>
<td>$91,179,841</td>
<td>$97,670,486</td>
<td>$103,415,809</td>
<td>$103,415,809</td>
</tr>
</tbody>
</table>

Over 5 yrs = $ 459,625,818

Sacramento Area Council of Governments Cities and Counties

County #s from CSAC

21 March 2015
An act to add Sections 14526.7, 14526.8, and 16321 to the Government Code, to amend Sections 7360, 10752, and 60050 of, and to add Sections 7361.2, 7653.2, 60050.2, and 60201.4 to, the Revenue and Taxation Code, to add Section 2103.1 to, and to add Chapter 2 (commencing with Section 2030) to Division 3 of, the Streets and Highways Code, and to add Sections 9250.3, 9250.6, and 9400.5 to the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 16, as amended, Beall. Transportation funding.

(1) Existing law provides various—of sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.
This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015–16 through 2019–20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues from a $0.10 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and $0.10 of the $0.12 per gallon increase in the diesel fuel excise tax imposed by the bill, a $0.10 per gallon storage tax on motor vehicle fuel and $0.10 of a $0.12 per gallon storage tax on diesel fuel imposed by the bill, an increase of $35 in the annual vehicle registration fee, a new $100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, commercial vehicle weight fees redirected over a 5-year period from debt service on general obligation transportation bonds, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund.

The bill would continuously appropriate the funds in the account for road maintenance and rehabilitation purposes for each 5-year period in which the Legislature has authorized the program, and would, for those fiscal years, allocate 5% of available funds to counties that approve a transactions and use tax on or after July 1, 2015, with the remaining funds to be allocated 50% for maintenance of the state highway system or to the state highway operation and protection program, and 50% to cities and counties pursuant to a specified formula. The bill would impose various requirements on agencies receiving these funds.

This bill, in fiscal years in which the Road Maintenance and Rehabilitation Program is not reauthorized by the Legislature, would make inoperative the increases in the gasoline and diesel excise tax rates and the $35 increase in the vehicle registration fee imposed by the bill. The bill, in those fiscal years, would also provide for the deposit of revenues from the $100 vehicle registration fee applicable to zero-emission vehicles, and weight fee revenues, in the State Highway Account, to be used for purposes of maintaining the state highway system or the state highway operation and protection program.
(2) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of $2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

The bill would transfer revenues from $0.02 of the $0.12 increase in the diesel fuel excise tax and revenues attributable to $0.02 of the $0.12 per gallon storage tax on diesel fuel to the Trade Corridors Improvement Fund for expenditure on eligible projects. As with the remainder of the gasoline and diesel fuel tax increases imposed by this bill, this $0.02 portion of the diesel fuel excise tax increase would be inoperative in fiscal years in which the Road Maintenance and Rehabilitation Program in (1) is not reauthorized.

(3) Existing law imposes a vehicle license fee, in lieu of property tax, on motor vehicles based on market value, at a rate of 0.65%. Pursuant to Article XI of the California Constitution, vehicle license fee revenues at the 0.65% rate are required to be allocated to cities and counties.

This bill would incrementally increase the vehicle license fee to a rate of 1%, over a 5-year period beginning July 1, 2015, with the revenues above the 0.65% rate to be deposited in the General Fund and used for transportation general obligation bond debt service.

(4) Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The program is required to be based on an asset management plan, as specified. Existing law requires the department to specify, for each project in the program, the capital and support budget and projected delivery date for various components of the project. Existing law provides for the California Transportation Commission to review and adopt the program, and authorizes the commission to decline and adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.
This bill, on and after February 1, 2017, would require the commission to make an allocation of all capital and support costs for each project in the program, and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would require the commission to establish guidelines to provide exceptions to the requirement for a supplemental project allocation requirement that the commission determines are necessary to ensure that projects are not unnecessarily delayed.

(5) Existing law requires the Department of Transportation to prepare and submit to the Governor a proposed budget and to develop budgeting, accounting, fiscal control, and management information systems to provide budget oversight.

This bill, by April 1, 2016, would require the department to present to the California Transportation Commission a plan to increase department efficiency by up to 30% over the subsequent 3 years, with the ongoing savings to result in increased capital expenditures in the state highway operation and protection program or an increase in the state highway maintenance program.

(6) This bill would declare that it is to take effect immediately as an urgency statute.


The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) Over the next 10 years, the state faces a $59 billion shortfall to adequately maintain the existing state highway system, in order to keep it in a basic state of good repair.

(b) Similarly, cities and counties face a $78 billion shortfall over the next decade to adequately maintain the existing network of local streets and roads.

(c) Statewide taxes and fees dedicated to the maintenance of the system have not been increased in more than 20 years, with those revenues losing more than 55 percent of their purchasing power, while costs to maintain the system have steadily increased and much of the underlying infrastructure has aged past its expected useful life.
California motorists are spending $17 billion annually in extra maintenance and car repair bills, which is more than $700 per driver, due to the state’s poorly maintained roads.

Failing to act now to address this growing problem means that more drastic measures will be required to maintain our system in the future, essentially passing the burden on to future generations instead of doing our job today.

A five-year funding program will help address a portion of the maintenance backlog on the state’s road system and will stop the growth of the problem until a longer term solution can be created.

Modestly increasing various fees can spread the cost of road repairs broadly to all users and beneficiaries of the road network without overburdening any one group.

Improving the condition of the state’s road system will have a positive impact on the economy as it lowers the transportation costs of doing business, reduces congestion impacts for employees, and protects property values in the state.

The federal government estimates that increased spending on infrastructure creates more than 13,000 jobs per $1 billion spent.

Well-maintained roads benefit all users, not just drivers, as roads are used for all modes of transport, whether motor vehicles, transit, bicycles, or pedestrians.

Well-maintained roads additionally provide significant health benefits and prevent injuries and death due to crashes caused by poorly maintained infrastructure.

SEC. 2. Section 14526.7 is added to the Government Code, to read:

14526.7. (a) On and after February 1, 2017, an allocation by the commission of all capital and support costs for each project in the state highway operation and protection program shall be required.

(b) For a project that experiences increases in capital or support costs above the amounts in the commission’s allocation pursuant to subdivision (a), a supplemental project allocation request shall be submitted by the department to the commission for approval.

(c) The commission shall establish guidelines to provide exceptions to the requirement of subdivision (b) that the commission determines are necessary to ensure that projects are not unnecessarily delayed.
SEC. 3. Section 14526.8 is added to the Government Code, to read:

14526.8. (a) On or before April 1, 2016, the department shall present to the commission a plan to increase department efficiency by up to 30 percent over the subsequent three years. The ongoing savings experienced through this increased efficiency shall result in increased capital expenditures in the department’s state highway operation and protection program or an increase in the department’s state highway maintenance program.

(b) The commission shall consider the reasonableness of the proposal, and may approve the entire plan or reject all or portions of the plan. The commission’s feedback is intended to ensure that the department is achieving the savings in the most responsible way possible.

(c) All future state highway operation and protection program documents shall identify the increased funding available to the program as a result of the efficiencies realized due to the implementation of the plan.

SEC. 4. Section 16321 is added to the Government Code, to read:

16321. (a) Notwithstanding any other law, on or before March 1, 2016, the Department of Finance shall compute the amount of outstanding loans made from the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, and the Motor Vehicle Account to the General Fund. The department shall prepare a loan repayment schedule, pursuant to which the outstanding loans shall be repaid to the accounts from which the loans were made, as follows:

(1) On or before June 30, 2016, 33 percent of the outstanding loan amounts.

(2) On or before June 30, 2017, 33 percent of the outstanding loan amounts.

(3) On or before June 30, 2018, 34 percent of the outstanding loan amounts.

(b) Notwithstanding any other provision of law, as the loans are repaid pursuant to this section, the repaid funds shall be transferred to the Road Maintenance and Rehabilitation Account created pursuant to Section 2031 of the Streets and Highways Code.

(c) Funds for loan repayments pursuant to this section shall be appropriated from the Budget Stabilization Account pursuant to
subclause (II) of clause (ii) of subparagraph (B) of paragraph (1) of subdivision (c) of Section 20 of Article XVI of the California Constitution.

SEC. 5. Section 7360 of the Revenue and Taxation Code is amended to read:

7360. (a) (1) (A) A tax of eighteen cents ($0.18) is hereby imposed upon each gallon of fuel subject to the tax in Sections 7362, 7363, and 7364.

(B) In addition to the tax imposed pursuant to subparagraph (A), on and after the 61st date after the effective date of the act amending this section, a tax of ten cents ($0.10) is hereby imposed upon each gallon of fuel subject to the tax in Sections 7362, 7363, and 7364. This subparagraph shall be inoperative in any fiscal year in which the Road Maintenance and Rehabilitation Program has not been authorized, pursuant to subdivision (b) of Section 2030 of the Streets and Highways Code.

(2) If the federal fuel tax is reduced below the rate of nine cents ($0.09) per gallon and federal financial allocations to this state for highway and exclusive public mass transit guideway purposes are reduced or eliminated correspondingly, the tax rate imposed by subparagraph (A) of paragraph (1), on and after the date of the reduction, shall be recalculated by an amount so that the combined state rate under subparagraph (A) of paragraph (1) and the federal tax rate per gallon equal twenty-seven cents ($0.27).

(3) If any person or entity is exempt or partially exempt from the federal fuel tax at the time of a reduction, the person or entity shall continue to be so exempt under this section.

(b) (1) On and after July 1, 2010, in addition to the tax imposed by subdivision (a), a tax is hereby imposed upon each gallon of motor vehicle fuel, other than aviation gasoline, subject to the tax in Sections 7362, 7363, and 7364 in an amount equal to seventeen and three-tenths cents ($0.173) per gallon.

(2) For the 2011–12 fiscal year and each fiscal year thereafter, the board shall, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, adjust the rate in paragraph (1) in that manner as to generate an amount of revenue that will equal the amount of revenue loss attributable to the exemption provided by Section 6357.7, based on estimates made by the board, and that rate shall be effective during the state’s next fiscal year.
(3) In order to maintain revenue neutrality for each year, beginning with the rate adjustment on or before March 1, 2012, the adjustment under paragraph (2) shall also take into account the extent to which the actual amount of revenues derived pursuant to this subdivision and, as applicable, Section 7361.1, the revenue loss attributable to the exemption provided by Section 6357.7 resulted in a net revenue gain or loss for the fiscal year ending prior to the rate adjustment date on or before March 1.

(4) The intent of paragraphs (2) and (3) is to ensure that the act adding this subdivision and Section 6357.7 does not produce a net revenue gain in state taxes.

SEC. 6. Section 7361.2 is added to the Revenue and Taxation Code, to read:

7361.2. (a) For the privilege of storing, for the purpose of sale, each supplier, wholesaler, and retailer owning 1,000 or more gallons of tax-paid motor vehicle fuel on the 61st date after the effective date of the act adding this section shall pay a storage tax of ten cents ($0.10) per gallon of tax-paid motor vehicle fuel in storage according to the volumetric measure thereof.

(b) For purposes of this section:

(1) “Owning” means having title to the motor vehicle fuel.

(2) “Retailer” means any person who sells motor vehicle fuel in this state to a person who subsequently uses the motor vehicle fuel.

(3) “Storing” includes the ownership or possession of tax-paid motor vehicle fuel outside of the bulk transfer/terminal system, including the holding of tax-paid motor vehicle fuel for sale at wholesale or retail locations stored in a container of any kind, including railroad tank cars and trucks or trailer cargo tanks. “Storing” also includes tax-paid motor vehicle fuel purchased from and invoiced by the seller, and tax-paid motor vehicle fuel removed from a terminal or entered into by a supplier, prior to the date specified in subdivision (a) and in transit on that date.

(4) “Wholesaler” means any person who sells motor vehicle fuel in this state for resale to a retailer or to a person who is not a retailer and subsequently uses the motor vehicle fuel.

SEC. 7. Section 7653.2 is added to the Revenue and Taxation Code, to read:

7653.2. On or before the 121st date after the effective date of the act adding this section, each person subject to the storage tax
imposed under Section 7361.2 shall prepare and file with the
board, in a form prescribed by the board, a return showing the
total number of gallons of tax-paid motor vehicle fuel owned by
the person on the 61st date after the effective date of the act adding
this section, the amount of the storage tax, and any other
information that the board deems necessary for the proper
administration of this part. The return shall be accompanied by a
remittance payable to the Controller in the amount of tax due.

SEC. 6.

SEC. 8. Section 10752 of the Revenue and Taxation Code is
amended to read:

10752. (a) The annual amount of the license fee for any
vehicle, other than a trailer or semitrailer, as described in
subdivision (a) of Section 5014.1 of the Vehicle Code or a
commercial motor vehicle described in Section 9400.1 of the
Vehicle Code, or a trailer coach that is required to be moved under
permit as authorized in Section 35790 of the Vehicle Code, shall
be a sum equal to the following percentage of the market value of
the vehicle as determined by the department:

(1) Sixty-five hundredths of 1 percent on and after January 1,
(2) One percent for initial and renewal registrations due on and
after May 19, 2009, but before July 1, 2011.
(3) Sixty-five hundredths of 1 percent for initial and renewal
registrations due on and after July 1, 2011, but before July 1, 2015.
(4) Seventy-two hundredths of 1 percent for initial and renewal
registrations due on and after July 1, 2015, but before July 1, 2016.
(5) Seventy-nine hundredths of 1 percent for initial and renewal
registrations due on and after July 1, 2016, but before July 1, 2017.
(6) Eighty-six hundredths of 1 percent for initial and renewal
registrations due on and after July 1, 2017, but before July 1, 2018.
(7) Ninety-three hundredths of 1 percent for initial and renewal
registrations due on and after July 1, 2018, but before July 1, 2019.
(8) One percent for initial and renewal registrations due on and
after July 1, 2019.

(b) The annual amount of the license fee for any commercial
vehicle as described in Section 9400.1 of the Vehicle Code, shall
be a sum equal to 0.65 percent of the market value of the vehicle
as determined by the department.
(c) Notwithstanding Chapter 5 (commencing with Section 11001) or any other law to the contrary, all revenues (including penalties), less refunds, attributable to that portion of the rate imposed pursuant to this section in excess of 0.65 percent shall be deposited into the General Fund and shall be used for debt service on transportation general obligation bonds.

SEC. 7.

SEC. 9. Section 60050 of the Revenue and Taxation Code is amended to read:

60050. (a) (1) A tax of eighteen cents ($0.18) is hereby imposed upon each gallon of diesel fuel subject to the tax in Sections 60051, 60052, and 60058.

(2) If the federal fuel tax is reduced below the rate of fifteen cents ($0.15) per gallon and federal financial allocations to this state for highway and exclusive public mass transit guideway purposes are reduced or eliminated correspondingly, the tax rate imposed by paragraph (1), including any reduction or adjustment pursuant to subdivision (b), on and after the date of the reduction, shall be increased by an amount so that the combined state rate under paragraph (1) and the federal tax rate per gallon equal what it would have been in the absence of the federal reduction.

(3) If any person or entity is exempt or partially exempt from the federal fuel tax at the time of a reduction, the person or entity shall continue to be exempt under this section.

(b) (1) On July 1, 2011, the tax rate specified in paragraph (1) of subdivision (a) shall be reduced to thirteen cents ($0.13) and every July 1 thereafter shall be adjusted pursuant to paragraphs (2) and (3).

(2) For the 2012–13 fiscal year and each fiscal year thereafter, the board shall, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, adjust the rate reduction in paragraph (1) in that manner as to result in a revenue loss attributable to paragraph (1) that will equal the amount of revenue gain attributable to Sections 6051.8 and 6201.8, based on estimates made by the board, and that rate shall be effective during the state’s next fiscal year.

(3) In order to maintain revenue neutrality for each year, beginning with the rate adjustment on or before March 1, 2013, the adjustment under paragraph (2) shall take into account the extent to which the actual amount of revenues derived pursuant to
Sections 6051.8 and 6201.8 and the revenue loss attributable to this subdivision resulted in a net revenue gain or loss for the fiscal year ending prior to the rate adjustment date on or before March 1.

(4) The intent of paragraphs (2) and (3) is to ensure that the act adding this subdivision and Sections 6051.8 and 6201.8 does not produce a net revenue gain in state taxes.

(c) In addition to the tax imposed pursuant to subdivisions (a) and (b), on and after the 61st date after the effective date of the act amending this section, an additional tax of twelve cents ($0.12) is hereby imposed upon each gallon of diesel fuel subject to the tax in Sections 60051, 60052, and 60058. This subdivision shall be inoperative in any fiscal year in which the Road Maintenance and Rehabilitation Program has not been authorized, pursuant to subdivision (b) of Section 2030 of the Streets and Highways Code.

SEC. 10. Section 60050.2 is added to the Revenue and Taxation Code, to read:

60050.2. (a) For the privilege of storing, for the purpose of sale, each supplier, wholesaler, and retailer owning 1,000 or more gallons of tax-paid diesel fuel on the 61st date after the effective date of the act adding this section shall pay a storage tax of twelve cents ($0.12) per gallon of tax-paid diesel fuel in storage according to the volumetric measure thereof.

(b) For purposes of this section:

(1) “Owning” means having title to the diesel fuel.

(2) “Retailer” means any person who sells diesel fuel in this state to a person who subsequently uses the diesel fuel.

(3) “Storing” includes the ownership or possession of tax-paid diesel fuel outside of the bulk transfer/terminal system, including the holding of tax-paid diesel fuel for sale at wholesale or retail locations stored in a container of any kind, including railroad tank cars and trucks or trailer cargo tanks. “Storing” also includes tax-paid diesel fuel purchased from and invoiced by the seller, and tax-paid diesel fuel removed from a terminal or entered into by a supplier, prior to the date specified in subdivision (a) and in transit on that date.

(4) “Wholesaler” means any person who sells diesel fuel in this state for resale to a retailer or to a person who is not a retailer and subsequently uses the diesel fuel.
SEC. 11. Section 60201.4 is added to the Revenue and Taxation Code, to read:

60201.4. On or before the 121st date after the effective date of the act adding this section, each person subject to the storage tax imposed under Section 60050.2 shall prepare and file with the board, in a form prescribed by the board, a return showing the total number of gallons of tax-paid diesel fuel owned by the person on the 61st date after the effective date of the act adding this section, the amount of the storage tax, and any other information that the board deems necessary for the proper administration of this part. The return shall be accompanied by a remittance payable to the Controller in the amount of tax due.

SEC. 12. Chapter 2 (commencing with Section 2030) is added to Division 3 of the Streets and Highways Code, to read:

CHAPTER 2. ROAD MAINTENANCE AND REHABILITATION PROGRAM

2030. (a) The Road Maintenance and Rehabilitation Program is hereby created to address deferred maintenance on the state highway system and the local street and road system. Funds made available by the program shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects. The program shall be subject to reauthorization every five years by the Legislature. The California Transportation Commission shall identify the estimated funds to be available pursuant to this chapter for the program during any authorized five-year period, and shall adopt performance criteria to ensure efficient use of the funds.

(b) The Legislature hereby authorizes the program for the 2015–16 to 2019–20 fiscal years, inclusive.

(c) If the Legislature does not reauthorize the program beyond the 2019–20 fiscal year, the increases in excise tax rates for motor vehicle fuel and diesel fuel associated with the revenues referenced in subdivision (a) of Section 2031, and the increase in the vehicle registration fee referenced in Section 9250.3 of the Vehicle Code, shall terminate at the end of the 2019–20 fiscal year.
2031. The following revenues shall be deposited in the Road Maintenance and Rehabilitation Account, which is hereby created in the State Transportation Fund:
(a) (1) The revenues from the increase in the motor vehicle fuel excise tax by ten cents ($0.10) per gallon and the revenues from ten cents ($0.10) per gallon of the increase in the diesel fuel excise tax by twelve cents ($0.12) per gallon, as provided in Section 2103.1.
(2) The revenues attributable to the storage tax imposed pursuant to Section 7361.2 of the Revenue and Taxation Code and the revenues attributable to ten cents ($0.10) of the storage tax per gallon of tax-paid diesel fuel imposed by Section 60050.2 of the Revenue and Taxation Code, as provided in Section 2103.1.
(b) The revenues from the increase in the vehicle registration fee pursuant to Section 9250.3 of the Vehicle Code.
(c) The revenues from the increase in the vehicle registration fee pursuant to Section 9250.6 of the Vehicle Code, except as provided in paragraph (2) of subdivision (b) of that section.
(d) The revenues from vehicle weight fees redirected from transportation bond debt service to the State Highway Account, pursuant to the schedule set forth in subdivision (a) of Section 9400.5 of the Vehicle Code.
(e) The revenues from repayment of loans made from the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, and the Motor Vehicle Account to the General Fund, pursuant to the schedule set forth in Section 16321 of the Government Code.
(f) Any other revenues designated for the program.
2032. (a) Five percent of the revenues deposited in the Road Maintenance and Rehabilitation Account for the period of fiscal years specified in subdivision (b) of Section 2030 shall be set aside for counties in which voters approve, on or after July 1, 2015, a transactions and use tax for transportation purposes, and which counties did not, prior to that approval, impose a transactions and use tax for those purposes. The funds available under this subdivision in each fiscal year are hereby continuously appropriated for allocation to each eligible county and each city in the county for road maintenance and rehabilitation purposes pursuant to Section 2035. However, funds remaining unallocated under this
subdivision in any fiscal year shall be reallocated on the last day
of the fiscal year pursuant to subdivision (b).

(b) The remaining revenues deposited in the Road Maintenance
and Rehabilitation Account for the period of fiscal years specified
in subdivision (b) of Section 2030, including the revenues
reallocated for the purposes of this subdivision pursuant to
subdivision (a), are hereby continuously appropriated for road
maintenance and rehabilitation purposes under the program, as
follows:

(1) Fifty percent for allocation to the department for maintenance
of the state highway system or for purposes of the state highway
operation and protection program.

(2) Fifty percent for apportionment to cities and counties by the
Controller pursuant to the formula in subparagraph (C) of
paragraph (3) of subdivision (a) of Section 2103 for the purposes
authorized by this chapter, subject to subdivision (d) of Section
2033 and paragraph (2) of subdivision (a) of Section 2034.

2033. (a) The commission shall annually evaluate each agency
receiving funds pursuant to this chapter.

(b) For each fiscal year in which the department receives an
allocation of funds pursuant to Section 2032, the department shall
submit documentation to the commission that includes a description
and the location of each completed project, the amount of funds
expended on the project, the completion date, and the project’s
estimated useful life. The commission shall evaluate the
documentation to determine the effectiveness of the department
in reducing deferred maintenance and improving road conditions
on the state highway system, and may withhold future funding
from the department if it determines that program funds have not
been appropriately spent.

(c) For each fiscal year in which an agency receives an
apportionment of funds pursuant to subdivision (a) or paragraph
(2) of subdivision (b) of Section 2032, the commission shall
evaluate the documentation submitted pursuant to subdivision (b)
of Section 2034 to determine the effectiveness of the agency in
reducing deferred maintenance and improving road conditions
within its jurisdiction.

(d) If the commission determines, with respect to any given
fiscal year, that a local agency has not appropriately spent its
apportionment of funds, the commission shall direct the Controller
to make that agency ineligible to receive an apportionment during the next fiscal year. The Controller shall reappor-portion that agency’s share of funds to all other eligible local agencies pursuant to paragraph (2) of subdivision (b) of Section 2032.

(e) The commission shall include a discussion of its evaluations pursuant to this section in its annual report to the Legislature pursuant to Section 14535 of the Government Code.

2034. (a) (1) Prior to receiving an apportionment of funds under the program pursuant to paragraph (2) of subdivision (b) of Section 2032 from the Controller in a fiscal year, an eligible local agency shall submit to the commission a list of projects proposed to be funded with these funds pursuant to an adopted city, county, or city and county budget. All projects proposed to receive funding shall be included in a city, county, or city and county budget that is adopted by the applicable city council or board of supervisors at a regular public meeting. The list of projects proposed to be funded with these funds shall include a description and the location of each proposed project, a proposed schedule for the project’s completion, and the estimated useful life of the improvement. The project list shall not limit the flexibility of an eligible local agency to fund projects in accordance with local needs and priorities so long as the projects are consistent with subdivision (d).

(2) The commission shall report to the Controller the local agencies that have submitted a list of projects as described in this subdivision and that are therefore eligible to receive an apportionment of funds under the program for the applicable fiscal year. The Controller, upon receipt of the report, shall apportion funds to eligible local agencies.

(b) For each fiscal year, each local agency receiving an apportionment of funds shall, upon expending program funds, submit documentation to the commission that includes a description and location of each completed project, the amount of funds expended on the project, the completion date, and the project’s estimated useful life. The documentation shall also include a comparison of the projects the local agency would have completed without receiving funds under the program compared with the projects completed with these funds.

(c) The documentation provided pursuant to subdivision (b) shall be forwarded by the commission to the department, in a manner and form approved by the department, at the end of each
fiscal year as long as program funds remain available for expenditure. The department may post the information contained in the documentation on its Internet Web site.

(d) Funds made available to a local agency under the program shall be used for improvements to transportation facilities that will assist in reducing further deterioration of the existing road system. These improvements may include, but need not be limited to, pavement maintenance, rehabilitation, installation, construction, and reconstruction of necessary associated facilities such as drainage and traffic control devices, or safety projects to reduce fatalities. Funds made available under the program may also be used to satisfy the local match requirement in order to obtain state or federal transportation funds for similar purposes.

2035. (a) On or before July 1, 2016, the commission, in cooperation with the department, transportation planning agencies, county transportation commissions, and other local agencies, shall develop guidelines for the allocation of funds pursuant to subdivision (a) of Section 2032.

(b) The guidelines shall be the complete and full statement of the policy, standards, and criteria that the commission intends to use to determine how these funds will be allocated.

(c) The commission may amend the adopted guidelines after conducting at least one public hearing.

2036. (a) Cities and counties shall maintain their existing commitment of local funds for street, road, and highway purposes in order to remain eligible for an allocation or apportionment of funds pursuant to Section 2032.

(b) In order to receive an allocation or apportionment pursuant to Section 2032, the city or county shall annually expend from its general fund for street, road, and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as reported to the Controller pursuant to Section 2151. For purposes of this subdivision, in calculating a city’s or county’s annual general fund expenditures and its average general fund expenditures for the 2009–10, 2010–11, and 2011–12 fiscal years, any unrestricted funds that the city or county may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for street, road, and highway purposes shall be considered expenditures from the general fund.
One-time allocations that have been expended for street and highway purposes, but which may not be available on an ongoing basis, including revenue provided under the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1 of Division 2 of Title 5 of the Government Code), may not be considered when calculating a city’s or county’s annual general fund expenditures.

(c) For any city incorporated after July 1, 2009, the Controller shall calculate an annual average of expenditure for the period between July 1, 2009, and December 31, 2015, inclusive, that the city was incorporated.

(d) For purposes of subdivision (b), the Controller may request fiscal data from cities and counties in addition to data provided pursuant to Section 2151, for the 2009–10, 2010–11, and 2011–12 fiscal years. Each city and county shall furnish the data to the Controller not later than 120 days after receiving the request. The Controller may withhold payment to cities and counties that do not comply with the request for information or that provide incomplete data.

(e) The Controller may perform audits to ensure compliance with subdivision (b) when deemed necessary. Any city or county that has not complied with subdivision (b) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with subdivision (b) shall be reapportioned to the other counties and cities whose expenditures are in compliance.

(f) If a city or county fails to comply with the requirements of subdivision (b) in a particular fiscal year, the city or county may expend during that fiscal year and the following fiscal year a total amount that is not less than the total amount required to be expended for those fiscal years for purposes of complying with subdivision (b).

SEC. 9.

SEC. 13. Section 2103.1 is added to the Streets and Highways Code, to read:

2103.1. (a) Notwithstanding subdivision (b) of Section 2103, the portion of the revenues in the Highway Users Tax Account attributable to the increase in the tax rate on motor vehicle fuel by ten cents ($0.10) per gallon pursuant to subdivision (a) of Section 7360 of the Revenue and Taxation Code and the increase in the
tax rate by twelve cents ($0.12) per gallon on diesel fuel pursuant to subdivision (c) of Section 60050 of the Revenue and Taxation Code, as amended by the act adding this section, shall be deposited in the Road Maintenance and Rehabilitation Account created pursuant to Section 2031, except that the portion of the revenues attributable to two cents ($0.02) of the increase in the tax rate on diesel fuel shall be deposited in the Trade Corridors Improvement Fund for expenditure pursuant to Section 2192.

(b) The portion of the revenues in the Highway Users Tax Account attributable to the storage tax imposed pursuant to Section 7361.2 of the Revenue and Taxation Code and the storage tax imposed pursuant to Section 60050.2 of the Revenue and Taxation Code shall be deposited in the Road Maintenance and Rehabilitation Account created pursuant to Section 2031, except that the portion of the revenues attributable to two cents ($0.02) of the storage tax per gallon of tax-paid diesel fuel imposed by Section 60050.2 of the Revenue and Taxation Code shall be deposited in the Trade Corridors Improvement Fund for expenditure pursuant to Section 2192.

SEC. 10.

SEC. 14. Section 9250.3 is added to the Vehicle Code, to read:

9250.3. (a) In addition to any other fees specified in this code or the Revenue and Taxation Code, a registration fee of thirty-five dollars ($35) shall be paid to the department for registration or renewal of registration of every vehicle subject to registration under this code, except those vehicles that are expressly exempted under this code from payment of registration fees.

(b) (1) For any year in which the Road Maintenance and Rehabilitation Program is authorized pursuant to subdivision (b) of Section 2030 of the Streets and Highways Code, revenues from the fee shall be deposited in the Road Maintenance and Rehabilitation Account created pursuant to Section 2031 of the Streets and Highways Code.

(2) For any year in which the Legislature does not reauthorize the Road Maintenance and Rehabilitation Program, this section shall be inoperative.

SEC. 15. Section 9250.6 is added to the Vehicle Code, to read:

9250.6. (a) In addition to any other fees specified in this code or in the Revenue and Taxation Code, a registration fee of one
hundred dollars ($100) shall be paid to the department for registration or renewal of registration of every zero-emission motor vehicle subject to registration under this code, except those motor vehicles that are expressly exempted under this code from payment of registration fees.

(b) (1) For any year in which the Road Maintenance and Rehabilitation Program is authorized pursuant to subdivision (b) of Section 2030 of the Streets and Highways Code, revenues from the fee shall be deposited in the Road Maintenance and Rehabilitation Account created pursuant to Section 2031 of the Streets and Highways Code.

(2) For any year in which the Legislature does not reauthorize the Road Maintenance and Rehabilitation Program, revenues from the fee shall be deposited in the State Highway Account to be used for purposes of maintaining the state highway system or the state highway operation and protection program.

(c) This section does not apply to a commercial motor vehicle subject to Section 9400.1.

(d) For purposes of this section, “zero-emission motor vehicle” means a motor vehicle as described in subdivisions (c) and (d) of Section 44258 of the Health and Safety Code, or any other motor vehicle that is able to operate on any fuel other than gasoline or diesel fuel.

SEC. 12. Section 9400.5 is added to the Vehicle Code, to read:

9400.5. (a) Notwithstanding Sections 9400.1, 9400.4, and 42205 of this code, Sections 16773 and 16965 of the Government Code, Section 2103 of the Streets and Highways Code, or any other law, the amount of weight fee revenues otherwise to be transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, or for the purpose of being loaned to the General Fund, shall be reduced pursuant to the following schedule, with the applicable revenues thereby retained in the State Highway Account to be transferred to the Road Maintenance and Rehabilitation Account created pursuant to Section 2031 of the Streets and Highways Code:

(1) For the 2015–16 fiscal year, by 20 percent.
For the 2016–17 fiscal year, by 40 percent.

For the 2017–18 fiscal year, by 60 percent.

(4) For the 2018–19 fiscal year, by 80 percent.

(5) For the 2019–20 fiscal year and in each subsequent fiscal year thereafter, by 100 percent.

(b) For any year in which the Legislature does not reauthorize the Road Maintenance and Rehabilitation Program, pursuant to subdivision (b) of Section 2030 of the Streets and Highways Code, the revenues described in subdivision (a) shall be retained in the State Highway Account to be used for purposes of maintaining the state highway system or the state highway operation and protection program.

SEC. 17. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to provide additional funding for road maintenance and rehabilitation purposes as quickly as possible, it is necessary for this act to take effect immediately.
The state has raided transportation funds before. How does SB 16 protect against that?

The taxes on fuel proposed in SB 16 would be protected by Article XIX of the California Constitution. Article XIX protects transportation funding in several ways, which are discussed in the next section. Additionally, SB 16 requires several specific actions to redirect two specific sources of revenue to road maintenance.

1. SB 16 requires all existing transportation-related loans to be repaid within three years of passage.

2. SB 16 also returns truck weight fees to transportation; they have been used to pay debt service on state general obligation bonds for transportation. This is legal under Article XIX, because commercial vehicle weight fees are not covered by Article XIX. This is also consistent with Proposition 2 of 2014, which amended the California Constitution to require a minimum annual repayment of debts.

The vehicle registration fees proposed in SB 16 are not protected by Article XIX, but the Legislation is written with a provision that requires the program be funded annually in order for the fuel taxes and $35 vehicle registration fee to be imposed.

The vehicle license fee increase proposed in SB 16 is not protected by Article XIX, but it would not be used for transportation purposes directly, so the protection is not needed. The cumulative 1% annual increase in the vehicle license fee is proposed to backfill the bond debt service on general obligation bonds for transportation, so it would be a General Fund use.

What are the existing Constitutional protections for transportation funds?

Article XIX of the California State Constitution restricts the use of state taxes on fuel to:

- plan, construct, maintain, and operate public streets and highways; and
- plan, construct, and maintain mass transit tracks and related fixed facilities (such as stations).

The gasoline tax revenues cannot be used to operate or maintain mass transit systems or to purchase or maintain rolling stock (trains, buses, or ferries).

Over time, Article XIX has been amended to add additional protections.

In 1998, voters passed Proposition 2, which limits state General Fund borrowing of state transportation funds, including gas tax revenues and funds in the Public Transportation Account. Loans to the General Fund must be repaid within that fiscal year, except in a fiscal emergency, and then they must be repaid in full within three fiscal years.
In 2006, voters passed Proposition 1A, which further restricts the borrowing of the gas sales tax to twice in a ten-year period, but requires full repayment of the first loan before a second can be taken, and also requires repayment within three fiscal years.

In 2010, voters passed Proposition 22, which repealed the borrowing provisions of Propositions 2 and 1A. It also embedded in the Constitution specific transportation funding formulas, which can only be changed after a California Transportation Commission public process and a two-thirds vote of each house of the legislature. Finally, it precluded the Legislature from directing gas excise tax funds for bond repayment.

Also in 2010, voters passed Proposition 26, which requires a two-thirds vote of both houses for any change in statute after 2009 that results in any taxpayer paying a higher tax. In 2011, the Legislature re-enacted the gas tax swap of 2010 to comply with this.

Article XI of the California Constitution requires that all of the current revenue from the vehicle license fee be allocated to cities and counties. Certain portions are dedicated to health and social services as well as public safety.

A Constitutional Amendment introduced this year, Senate Constitutional Amendment 7 (Huff) would prohibit the legislature from borrowing revenues from fees and taxes imposed on vehicles or their use or operation, and would further restrict the use of those revenues for repaying bonds or other indebtedness. SCA 7 would also require the vehicle license fee revenues above 0.65% be dedicated to streets and highways. SCA 7 is pending before the Senate Transportation and Housing Committee and the Elections and Constitutional Amendments Committee.

**What are the costs to users of the transportation system proposed by SB 16?**

According to the Senate Transportation and Housing Committee, for an average driver, using a typical vehicle value, average fuel efficiency, and driving 12,000 miles per year, the extra fees and taxes will result in direct cost increases of about $180/year or $0.50/day. Individuals with more expensive cars or who use more gas or diesel will pay more. By way of comparison, the slump in gasoline prices from their high of $4.25 in the middle of 2014 to about $3.00 per gallon in April will reduce gas costs for the average driver by over $600/year if prices stay at current levels.

A mere five-year delay will increase the backlog of the local system by $11 billion, and it would take an additional 10 cent increase in the gas tax just to make up the ground lost by not funding additional road maintenance.

**What is the current state of need for road maintenance?**

The 2014 California Local Streets and Roads Needs Assessment rated the state’s pavement condition at 66, and identified a $78.3 billion funding shortfall over the next ten years to bring the local system up to best management practices. This is in addition to the $59 billion shortfall identified in the 2014 State Highway Operation and Protection Program.
Additional Analysis of SB 16

Without this additional funding, in 10 years the overall pavement condition will drop to 55, and 25% of local streets and roads will be in failed condition.

While $3.5 billion a year is a significant amount of funding, SB 16 would only raise enough money to maintain roads in the at-risk condition. Bringing all roads to a pavement condition index of 84 would cost $7.3 billion a year. Pavements in good condition would increase from 57% to 77%. Prioritizing roads would mean that the number of pavements in failed conditions would still increase, from 6% to 20%.

What is currently being spent on road maintenance?

Local, state, and federal sources for pavement currently provide $1.66 billion in funding. The share provided by local governments has grown each year, but the largest source, 50%, comes from the state. Only about 10% of funds come from the federal government.

What is the need in the SACOG region?

According to data reported by local public works departments, the SACOG region faces a 10-year need of $5.8 billion for maintaining local streets and roads.

What are the cost differences in repairing roads early on versus waiting?

Maintaining a road in good condition costs $2-4 a square yard. When condition drops to at risk, which is the average condition for roads in the SACOG region, costs increase to $15-20/square yard. In poor condition, costs increase to $30-40/square yard. A road in failed condition, which must be replaced, costs $70-100/square yard. Therefore, every point increase on the pavement condition index means more than just a 1% increase in savings—and likewise, each drop in pavement condition is much more costly.

What Caltrans reforms are being proposed?

This bill, by April 1, 2016, would require Caltrans to present to the California Transportation Commission a plan to increase department efficiency by up to 30% over the subsequent 3 years, with the ongoing savings to result in increased capital expenditures in the State Highway Operation and Protection Program (SHOPP) or an increase in the state highway maintenance program.

The Commission shall consider the reasonableness of the proposal, and may approve the entire plan or reject all or portions of the plan. The commission’s feedback is intended to ensure that Caltrans is achieving the savings in the most responsible way possible.

This is a response to an independent review of Caltrans released in January 2014, performed by State Smart Transportation Initiative that made a long list of recommendations that will take time to implement. The oversight is being led by the California State Transportation Agency, which assumed authority over Caltrans in July 2013.
Additionally, the California Transportation Infrastructure Priorities Workgroup was formed in 2013 to set a long-term vision for the state. CEO Mike McKeever is a member of the workgroup. In February 2014, it issued an interim report.

In response to these reports, in June 2014, Caltrans and the California State Transportation Agency began the Caltrans Improvement Project, which is proposing how to reform Caltrans. In some areas, Legislation such as SB 16 is required to implement changes.
Fix-it-First Needs
Over the next 10 years, we have a $7.3 billion gap between available funding and the needs to keep our local streets, transit and bridges in good repair.

Transit Needs
$1.66 billion system preservation needs
$0.45 billion in funding
$1.21 billion funding gap

Bridge Needs
$296 million
regional 10-year need
31% of bridges ranked under 80% sufficiency
11% of bridges ranked under 50% sufficiency

Source: 2014 California Local Streets and Roads Needs Assessment (CSAC, League of California Cities)
Excerpt – May Revise

Allocation of State Transportation Project Funding
(Dollars in Billions)

*Does not include $3.8 billion in local sales tax measure revenues.

Source: 2015-16 May Revise Budget Summary for Transportation
May 19, 2015

SOLVING THE CRISIS IN CALIFORNIA’S CRUMBLING TRANSPORTATION SYSTEM: 
THE VOTERS UNDERSTAND WHAT IT WILL TAKE

The collective failure among California’s elected officials, policy makers and transportation stakeholders to adequately address our crumbling streets, roads and highways at both the local and state level has carried us over a transportation fiscal cliff – a cliff we have already fallen from but have yet to experience the hard landing that is rushing up to meet us.

The unmet needs in addressing the condition of our deteriorating network of roads is staggering:

- California has the second-highest share of roads in “poor condition” in the nation.
- Some 58% of state roads need rehabilitation or pavement maintenance.
- Our state has 6 of the 10 cities with the worst road conditions in the nation.
- 55 percent of local bridges require rehabilitation or replacement.
- Nearly 70% of California’s urban roads and highways are congested.
- Without additional funding, a fourth of local streets and roads will be in failed condition by 2024.

Faced with this challenge, the California Alliance for Jobs has completed what is likely the most comprehensive project any organization has undertaken in many years to assess the attitudes and priorities California voters currently place on preserving and improving the state’s network of streets, roads and highways. We believe the research can help inform transportation funding proposals that are currently being considered in the Legislature.

Scope of Research

We commissioned six focus groups with Discovery Data, Inc. of likely voters throughout California from January through March 2015: (Sacramento, Contra Costa County, Santa Clara County, Los Angeles, San Diego, Merced County). The findings of these focus groups were then incorporated into a poll of likely voters that was conducted by Moore Methods over a period of three weeks in April.

A more detailed PowerPoint presentation including video clips of the focus groups can be accessed at: https://www.dropbox.com/s/dsi64px3o1jng0k/%20Focus%20Group%20Findings_CTIP.pptx?dl=0

A summary of the focus group findings and a copy of the topline poll results are attached.
Key Findings

- We found the polling results to be completely consistent with the findings in our focus groups.
- Voters are acutely aware that our roads are deteriorating. They don't have to be prompted or have messages spun at them about the need. They already get it and are ready to do something to solve the problem.
- Voters place the highest priority on making bridges and overpasses safer, improving traffic congestion bottlenecks and maintaining existing state and local roads. Expanding regional commuter rail and bus services ranked lowest in priority among voters.
- Voters are lukewarm to increasing any single source of revenue to fix our roads, but when presented with a blended package containing those same elements, initial support actually increases to 55%.
- When substantive accountability provisions are added, support increases to 68%. This is a critical finding in our polling. Voters are inherently distrustful of raising taxes and fees, because they don’t trust government to spend the money effectively and responsibly. Adding real accountability provisions to the funding increases voter confidence and support.
- Although current legislative proposals have thus far focused on a 5-year sunset, we tested a 10-year sunset; the reason being that a number of our focus group respondents questioned whether a 5-year program would really get the job done. As the poll results demonstrate, the longer sunset does not erode voter support.

Our Recommendations

The funding recommendations outlined below are premised on the following:

1. A funding package comprised of modest increases among a variety of existing sources increases fairness, insures that all users of state and local roads help pay for their upkeep, and reflects voter priorities.
2. Phasing in some funding increases reduces financial impact, however ...
3. Phasing in also reduces ability to reach target funding levels needed to address road maintenance and rehabilitation needs, unless a longer (10-year) sunset is adopted.

Performance & Accountability

Although additional transportation funding is critical to help address California’s deteriorating transportation infrastructure, funding without clear performance standards and accountability provisions will undermine effective implementation and voter confidence. The elements outlined below should be inseparably connected with a transportation funding package:

- New funding sources need to be placed into accounts dedicated to their intended purposes and protected from being used for budget shortfalls or programs unrelated to transportation.
- California Transportation Commission (CTC) oversight of Caltrans use of SHOPP funds should be strengthened.
- Require that the CTC identify estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.
- Authorize CTC, in collaboration with CalSTA and Caltrans, to adopt a plan to increase Caltrans efficiency and direct savings into SHOPP and maintenance projects.
- Require CTC to adopt similar performance and accountability process for that portion of funding to be allocated to maintenance and preservation of local streets and roads.
California Alliance for Jobs Role in Infrastructure Investment

The California Alliance for Jobs is a labor-management partnership representing more than 2,000 contractors and 80,000 union construction workers in Northern and Central California. Over the past 15 years, it has played a leadership role in helping counties and regional transportation agencies within its jurisdiction secure more than $20 billion in transportation sales tax and toll funding measures.

At the statewide level, the Alliance co-chaired the successful Prop. 1A-1E campaign in 2006 with Senate pro Tem Don Perata, which secured voter approval for $37 billion in bonds to finance transportation, housing, school and flood control infrastructure improvements throughout the state.

The Alliance also chaired Prop. 1A in 2008, the High Speed Rail bond measure and co-chaired Prop. 22 in 2010 with the League of California Cities and the California Transit Assoc., which placed strong protections on existing transportation funding sources.

Executive Consultant Jim Earp was appointed by Governor Schwarzenegger in 2007 to the California Transportation Commission and reappointed by Governor Jerry Brown in 2011 and 2015.

Jim Earp
Executive Consultant
California Alliance for Jobs
California Transportation Funding Survey

April 29, 2015

Survey Findings:

1. Voters see quality of roads deteriorating.

2. Deterioration of roads and highways ranks higher among their concerns than in recent years.

3. Maintaining existing system, addressing traffic bottlenecks and fixing unsafe roads and bridges rank highest among voters’ transportation priorities.
Survey Findings:

4. Voters are lukewarm about any single source of revenue to fix the problem, but when presented with a blended package containing those same elements, initial support is significantly stronger.

5. Adding accountability provisions increases support further and helps reassure voters the funds will be spent responsibly.

1. Road maintenance and pothole repair are increasingly important.

2. Is the issue of ___(a)___ very, somewhat or not too important to you?

<table>
<thead>
<tr>
<th>Issue</th>
<th>Some</th>
<th>Not</th>
<th>Too</th>
<th>Opin</th>
</tr>
</thead>
<tbody>
<tr>
<td>improving the state economy</td>
<td>84</td>
<td>13</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>drought relief and increasing water supplies</td>
<td>83</td>
<td>13</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>improving public education</td>
<td>78</td>
<td>15</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>improving public safety and preventing crime</td>
<td>76</td>
<td>19</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>making university tuition more affordable</td>
<td>63</td>
<td>25</td>
<td>11</td>
<td>1</td>
</tr>
<tr>
<td>maintaining roads and filling potholes</td>
<td>61</td>
<td>32</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>keeping state and local taxes at current levels</td>
<td>56</td>
<td>36</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>providing more affordable housing</td>
<td>54</td>
<td>39</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>simplifying government regulations</td>
<td>52</td>
<td>29</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td>making university tuition more affordable</td>
<td>51</td>
<td>32</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td>providing more affordable housing</td>
<td>49</td>
<td>30</td>
<td>20</td>
<td>1</td>
</tr>
</tbody>
</table>
2. Road safety fixes and fixing potholes and bottlenecks are voters’ highest priorities.

4. Would you give a high, medium or low priority to ___(a)___?

<table>
<thead>
<tr>
<th></th>
<th>HIGH</th>
<th>MED</th>
<th>LOW</th>
<th>OPIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>* improving traffic congestion bottlenecks</td>
<td>63</td>
<td>31</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>* making bridge safety improvements</td>
<td>63</td>
<td>28</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>* filling potholes and maintaining roads</td>
<td>61</td>
<td>32</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>* maintaining state highways</td>
<td>60</td>
<td>36</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>* making road safety improvements</td>
<td>56</td>
<td>32</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>* widening highways to help reduce congestion</td>
<td>43</td>
<td>39</td>
<td>17</td>
<td>1</td>
</tr>
<tr>
<td>* expanding local bus services</td>
<td>38</td>
<td>37</td>
<td>22</td>
<td>3</td>
</tr>
<tr>
<td>* expanding regional commuter rail service</td>
<td>38</td>
<td>34</td>
<td>26</td>
<td>2</td>
</tr>
</tbody>
</table>

3. Voters see quality of roads deteriorating.

3. How would you rate, the quality of ___(a)___ in your area - excellent, good, fair or poor ?

<table>
<thead>
<tr>
<th></th>
<th>EXCE/</th>
<th>FAIR/</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>GOOD</td>
<td>POOR</td>
<td>OPIN</td>
</tr>
<tr>
<td>* local streets and roads</td>
<td>42</td>
<td>58</td>
<td>0 - 2015</td>
</tr>
<tr>
<td></td>
<td>52</td>
<td>48</td>
<td>0 - 2013</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>49</td>
<td>1 - 2011</td>
</tr>
<tr>
<td>* state highways</td>
<td>52</td>
<td>45</td>
<td>3 - 2015</td>
</tr>
<tr>
<td></td>
<td>55</td>
<td>45</td>
<td>0 - 2013</td>
</tr>
<tr>
<td></td>
<td>56</td>
<td>44</td>
<td>0 - 2011</td>
</tr>
</tbody>
</table>
4. Voters lukewarm about any single source of revenue to fix the problem...

5a. To fund this plan, would you support or oppose ___(a)___?

<table>
<thead>
<tr>
<th>OPINIONS</th>
<th>SUPPORT</th>
<th>OPPOSE</th>
<th>NO OPINION</th>
</tr>
</thead>
<tbody>
<tr>
<td>* increasing the state gas tax by 2 cents a gallon, each year for 5 years, totalling 10 cents a gallon after 5 years.</td>
<td>42</td>
<td>57</td>
<td>1</td>
</tr>
<tr>
<td>* increasing vehicle registration fees by a total of $35, phased in by $7 a year over 5 years.</td>
<td>46</td>
<td>53</td>
<td>1</td>
</tr>
<tr>
<td>* increasing vehicle license fees by a total of one-half of one percent of a vehicle’s value, phased in over a 5 year period.</td>
<td>51</td>
<td>46</td>
<td>3</td>
</tr>
<tr>
<td>* dedicating current truck weight fees paid by large trucks, to be used for road repair purposes only.</td>
<td>72</td>
<td>19</td>
<td>9</td>
</tr>
</tbody>
</table>

5. ... but when presented with a blended package containing those same elements, initial support is significantly stronger.

5b. Those are the possible sources for funding a 10 year plan to rehabilitate and repair state bridges, highways, and local streets and roads.

Would you likely support or oppose this funding proposal?

<table>
<thead>
<tr>
<th>PARTY</th>
<th>TOTAL</th>
<th>DEMS</th>
<th>REP</th>
<th>OTHER</th>
<th>REGION</th>
<th>SO.</th>
<th>NO.</th>
<th>CAL.</th>
<th>CAL.</th>
<th>AGE 40-</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUPPORT</td>
<td>57</td>
<td>68</td>
<td>35</td>
<td>66</td>
<td>DISTINCT</td>
<td>57</td>
<td>58</td>
<td>59</td>
<td>57</td>
<td>56</td>
</tr>
<tr>
<td>OPPOSE</td>
<td>37</td>
<td>27</td>
<td>56</td>
<td>29</td>
<td>DISTINCT</td>
<td>24</td>
<td>39</td>
<td>37</td>
<td>39</td>
<td>35</td>
</tr>
<tr>
<td>NO OPINION</td>
<td>6</td>
<td>5</td>
<td>9</td>
<td>5</td>
<td>DISTINCT</td>
<td>9</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>9</td>
</tr>
</tbody>
</table>
6. Adding accountability provisions increases support and helps reassure voters.

6a. Would you support or oppose adding a provision to ___(a)___?

<table>
<thead>
<tr>
<th>Provision</th>
<th>SUPP</th>
<th>OPPS</th>
<th>OPIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>place all revenues in a Road Rehabilitation fund and require 95% be spent on road projects and CalTrans administrative expenses limited to 5%</td>
<td>74</td>
<td>22</td>
<td>4</td>
</tr>
<tr>
<td>limit this plan to 10 years and require voter approval for an additional 10 year extension</td>
<td>67</td>
<td>30</td>
<td>3</td>
</tr>
<tr>
<td>require that future Caltrans administrative budgets be reduced by thirty percent with all savings spent on road projects</td>
<td>69</td>
<td>22</td>
<td>9</td>
</tr>
<tr>
<td>allow local governments to use a portion of funds to finance bonds to quickly make safety improvements which engineers say are safety hazards</td>
<td>67</td>
<td>28</td>
<td>5</td>
</tr>
</tbody>
</table>

6b. If those provisions were added, would you likely support or oppose a 10-year funding plan to rehabilitate and repair state bridges, highways and local streets and roads?

<table>
<thead>
<tr>
<th>PARTY</th>
<th>REGION</th>
<th>AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TOTAL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DEMS</td>
<td>REPB</td>
</tr>
<tr>
<td>SUPPORT</td>
<td>66</td>
<td>73</td>
</tr>
<tr>
<td>OPPOSE</td>
<td>31</td>
<td>25</td>
</tr>
<tr>
<td>NO OPINION</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>
SB 16 (Beall) Support/Opposition
Attachment G

SUPPORT

American Society of Civil Engineers
Associated General Contractors
California Alliance for Jobs
California Association of Councils of Governments
California Contract Cities Association
California State Association of Counties
California Infill Federation
City/County Association of Governments of San Mateo County
City of Calexico
City of Cathedral City
City of Claremont
City of Bellflower
City of Brisbane
City of Burbank
City of Capitola
City of Clearlake
City of Cloverdale
City of Daly City
City of Downey
City of Fountain Valley
City of Fowler
City of Gilroy
City of Hanford
City of Hayward
City of Hercules
City of Hughson
City of Huntington Park
City of Indian Wells
City of Lafayette
City of Lake Elsinore
City of Lakeport
City of Lakewood
City of Los Altos
City of Los Altos Hills
City of Livermore
City of Martinez
City of Mill Valley
City of Modesto
City of Montclair
City of Montebello
City of Monterey Park
City of Morgan Hill
City of Napa
City of Novato
City of Pacifica
City of Palos Verdes Estates
City of Pico Rivera
City of Pleasant Hill
City of Rancho Cucamonga
City of Rancho Mirage
City of Rosemead
City of Sacramento
City of San Jose
City of Santa Ana
City of Santa Clara
City of Santa Maria
City of San Gabriel
City of Sanger
City of San Mateo
City of Santa Barbara
City of Santa Rosa
City of Seaside
City of Shasta Lake
City of Soledad
City of South El Monte
City of Temecula
City of Thousand Oaks
City of Turlock
City of Ventura
City of Watsonville
City of West Sacramento
City of Whittier
County of Humboldt
CTM Construction
Glendale City Employees Association
Laborers’ International Union of North America
League of California Cities
LIUNA Locals 777 & 792
Los Angeles County Division of the League of Cities
Marin County Board of Supervisors
Marin County Council of Mayors and Council Members
Mendocino County Board of Supervisors
Metroplitan Transportation Commission
Monterey County Board of Supervisors
Northern California Carpenters Regional Council
Organization of SMUD Employees
Professional Engineers in California Government
Riverside County Board of Supervisors
San Benito County Board of Supervisors
San Bernardino Public Employees Association
San Luis Obispo County Employees Association
San Joaquin Valley Regional Transportation Authority
San Diego County Court Employees Association
Santa Clara County Board of Supervisors
Santa Clara Open Space Authority
Silicon Valley Leadership Group
Town of Colma
Town of Danville
Town of Moraga

OPPOSITION

Association of California Car Clubs
Howard Jarvis Tax Payers Association

As of May 28, 2015
Exploring Infill Financing Through Infrastructure Finance Districts

**Issue:** Infrastructure Financing Districts may be an alternative means of financing public infrastructure in local communities.

**Recommendation:** The Land Use & Natural Resources Committee recommends that the full Board hear this informational item.

**Committee Action/Discussion:** Despite the demise of redevelopment funding, California law still allows local jurisdictions a means of financing infrastructure that is little known and seldom used. Infrastructure Financing Districts (IFDs) were enacted into state law in 1990 as an alternative to redevelopment areas. The law allows for voter/property owner approved bonds for public infrastructure. Funds may be used to finance roads, bridges, parking and transit facilities, water/wastewater facilities, flood control, libraries and parks. The city council or governing body would create the boundaries, which may be non-contiguous.

Two state laws were recently enacted to make IFDs more appealing to local governments. First, in February 2014, AB 471 removed a prohibition on IFDs within former redevelopment project areas. Then, in September 2014, SB 628 created Enhanced Infrastructure Financing Districts, which expanded the projects that can be funded.

City of West Sacramento staff member Aaron Laurel will explain IFDs to the Board and describe the City’s experience in the program and what it may mean to other local jurisdictions. The City is one of very few in the state to utilize the program. Mr. Laurel’s presentation is attached.

Approved by:

Mike McKeever
Chief Executive Officer

MM:GC:ts
Attachment

Key Staff: Kacey Lizon, Planning Manager, (916) 340-6265
Greg Chew, Senior Planner, (916) 340-6227
INFRASTRUCTURE
FINANCING DISTRICTS

SACOG
BOARD OF DIRECTORS
June 18, 2015
WEST SACRAMENTO BACKGROUND

- City incorporated in 1987

- Redevelopment covered 45% of city

- In its last 10 years, RDA contributed over $60 million in tax increment to infrastructure projects near the riverfront

- RDA TI investment was doubled by infrastructure grants
BRIDGE DISTRICT REDEVELOPMENT PROJECT

- Over $60 million project—rail removal, demolition, new roads, streetscape, utilities, parks, & water storage tank.

- CFDs formed by property owners, $15 million of redevelopment TIF, & over $30 million in grants.
RESULTS

• Over 700 housing units completed or under construction.

• Riverfront entertainment venue under construction.

• Streetcar construction planned for 2016.
RESPONSE TO RDA ELIMINATION

• Mayor formed PRO-West Sacramento committee

• Staff produced Community Investment Action Plan

• GOAL: Replicate RDA’s level of infrastructure investment
RESULTS

- Measure G passed by 87%: $3.5 million/year for projects
- Identified IFDs as long-term tax increment solution
- Pursued IFD/EIFD legislation: AB 417 & SB 628
EIFD BACKGROUND

- 1990—IFD law enacted as alternative to RDAs
- February 2014—AB 471 removed prohibition on IFDs within former redevelopment project areas
- September 2014—SB 628 created Enhanced Infrastructure Financing Districts
- Present—AB 313 proposed EIFD cleanup
CONTRAST WITH REDEVELOPMENT

• No blight findings required
• Boundary may be non-contiguous
• Funds may be expended outside district
• Other agencies must opt in (schools prohibited)
• Voter/property owner approval for bond issuance
• Narrower scope of eligible costs & powers

CITY OF WEST SACRAMENTO
SB 628 “Enhancements”

- 45-year term (starts at bond issuance)
- City Council vote to form district
- 55 percent voter threshold for bonds
- Expanded list of “specified projects” & powers (Polanco)
- Alternative options for EIFD revenue
  - City revenue from RPTTF
  - City revenue in lieu of VLF
EIFD PROJECTS (53398.52)

• Any capital project of community-wide significance
  • Highways, street, bridges, etc.
  • Parking & transit facilities
  • Sewage & water infrastructure
  • Flood control
  • Libraries & child care facilities
  • Parks and recreational facilities
  • EIFD project planning & design work

• Brownfields
• Military base reuse
• Affordable housing
• Transit priority projects/SCS projects
E IDF PROC E SS

• City Council creates an EIFD authority *(53398.51.1)*

• CC adopts Resolution of Intention & sets public hearing date *(53398.59–53398.61)*

• Infrastructure Financing Plan prepared *(53398.62–53398.65)*

• CC conducts public hearing, adopts Resolution of Formation & Financing Plan *(53398.66–53398.69)*

• Other taxing entities must approve EIFD before Resolution of Formation & Financing Plan are adopted *(53398.68)*

• 55 percent of district voters or property owners must approve EIFD bond issuance *(53398.77–53398.88)*
FINANCING PLAN

- Infrastructure Financing Plan must include:
  - Map and legal description of district
  - Description of facilities & financial assistance proposed
  - Proposed location, timing, and cost of projects
  - Finding that facilities & projects have community-wide significance/benefit an area larger than the IFD
  - Financing & impact analysis section with analysis of fiscal impact on city services vs. revenue growth (53398.63(d))
BRIDGE DISTRICT IFD

- Development Agreements pledged tax increment for future infrastructure
- Unsuccessful litigation vs. State
- AB 471 enacted
- IFD formed in about 8 months, about $100K in startup costs
- Property owner vote with simultaneous bond vote
BRIDGE DISTRICT IFD

- IFD projected to out-produce RDA 2:1

  RDA expires in 2037 ($150 million in TI)

  IFD expires in 2044 ($325 million in TI)

- IFD can pay for same infrastructure items committed to RDA TI

- Maintenance CFD formed simultaneously

- City now in process of analyzing & forming community-wide EIFD
RECOMMENDATIONS

• EIFDs can work on a project-level or area-wide basis—be strategic about district boundaries & potential EIFD projects

• Where applicable, form a maintenance/services CFD or PBID as a companion to the EIFD

• Consider holding back a portion of district tax increment for EIFD administration

• City-county partnerships will be necessary for most EIFDs (or for any other post-RDA tax increment tool)
CONSIDERATIONS

- EIFDs provide greater incentive for city-county partnerships than under redevelopment

  Cities and counties share the upside

- The return of traditional redevelopment tax increment financing is unlikely

  Focus on making the most of EIFDs & improvements through follow-up legislation
Other Taxing Entities (county, school district, etc.)

EIFD NET AVAILABLE REVENUE (city portion)
SACOG Board of Directors

June 11, 2015

Chair’s Report

Chair Saylor will brief the Board members on current issues.

Approved by:

Mike McKeever
Chief Executive Officer
SACOG Board of Directors

June 11, 2015

Board Members’ Reports

Board members will provide updates on local issues.

Approved by:

Mike McKeever
Chief Executive Officer
Chief Executive Officer’s Report

The following is a brief status report on some of the major issues and projects currently being advanced by SACOG.

Note:
The consent and action calendars are light this month, but include several time-sensitive items for which we will need a quorum in order to move forward between now and our next Board meeting on August 20.

We also have an opportunity at the June meeting for a Board workshop with Aaron Laurel, City of West Sacramento, sharing the City’s successful use of Infrastructure Financing Districts as a tool for community redevelopment. And for all of you who are able to join us for the Innovation Task Force, the Best Practices Subcommittee and our regional partners — Valley Vision and the Metro Chamber — will share observations and insights from our recent peer visits to Salt Lake City and Chicago. We will also hear reports, and have time for input, on both the Code for America Fellowship proposal and our Information Technology and Chief Information Officers Working Group meetings. We look forward to seeing you on June 18.

CONSENT ITEMS:
All of the items on the consent calendar received unanimous support in their respective policy committees, with the exception of Item #9 from the Government Relations & Public Affairs Committee – Support for SB 16 (Beall).

ACTION ITEMS:
Item #9 – Support for SB 16 (Beall) – Transportation Funding. The Government Relations & Public Affairs Committee (GRPA) recommends that the Board support SB 16 if amended to add protections to ensure that the funds collected would only be available for road maintenance and rehabilitation. The committee also recommends supporting extension of the sunset date from 5 to 10 years. GRPA Committee Chair Phil Serna and committee members will provide a brief summary of their discussion for full Board consideration and action. The GRPA Committee had the opportunity to hear presentations from Jim Earp, Executive Consultant, California Alliance for Jobs, and Kiana Buss, Legislative Representative, California State Association of Counties, on questions previously identified in committee and Board discussions.

WORKSHOP:
Item #10 - Exploring Potential Infill Financing Through Infrastructure Financing Districts (IFDs). The Land Use & Natural Resources Committee heard a special presentation by Aaron Laurel, City of West Sacramento staff, on the successful use of Infrastructure Financing Districts (IFDs) as a community redevelopment tool. At the Committee’s request, Mr. Laurel will make the IFD presentation to the full Board and respond to questions.
LAND USE ACTIVITIES:
During the months of May and June, SACOG staff conducted the following work:

- At the request of the City of Sacramento, prepared letters of Blueprint consistency for the following projects: Ice Blocks, Sacramento Commons, Curtis Park Village, and Aspen 1 Planned Unit Development project.
- With funding from the Strategic Growth Council, Sierra Health Foundation, and the California Endowment, researchers from the Center for Public Interest Design at Portland State University presented preliminary recommendations for the development actions in the communities of Del Paso Heights and South Sacramento. This work follows on-the-ground research and engagement with local planners, residents, elected officials, and community leaders. The two study areas were selected based on their inclusion of state defined disadvantaged communities under the Strategic Growth Council indices.
- Participated on the leadership committee of the City of Sacramento’s Mayor’s Housing Initiative.
- With grant funding from Strategic Growth Council Round 3 (SGC 3), conducted public workshops in Winters, Esparto, Colfax and Citrus Heights on community and economic revitalization with Civilis Consulting of Portland, Oregon. In addition, worked with the communities in Placer County, Placerville, Woodland, Davis and Elk Grove on specific projects that help implement the Sustainable Communities Strategy.

RECEIVE & FILE ITEMS: The State and Federal Advocacy Updates are attached for review.

CALENDAR:

The SACOG Board and policy committees do not meet in July.

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Meeting Name</th>
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<tbody>
<tr>
<td>August 6</td>
<td>10:00 a.m.</td>
<td>Transportation Committee Meeting</td>
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<tr>
<td>August 6</td>
<td>01:00 p.m.</td>
<td>Land Use &amp; Natural Resources Committee Meeting</td>
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<tr>
<td>August 10</td>
<td>10:00 a.m.</td>
<td>Government Relations &amp; Public Affairs Committee Meeting</td>
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<tr>
<td>August 20</td>
<td>9:30 a.m.</td>
<td>SACOG Board Meeting</td>
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<tr>
<td>August 20</td>
<td>11:00 a.m.</td>
<td>Innovation Task Force Meeting</td>
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Approved by:

Mike McKeever
Chief Executive Officer

Attachments
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<tbody>
<tr>
<td>AB 2</td>
<td>Alejo (D)</td>
<td>Community Revitalization Authority</td>
<td>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 to provide for the issuance of bonds serviced by tax increment revenues.</td>
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<tr>
<td>AB 21</td>
<td>Perea (D)</td>
<td>Global Warming Solutions Act of 2006: Scoping Plan</td>
<td>Requires the State Air Resources Board in preparing its scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas reduction, to consult with specified State agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector.</td>
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<tr>
<td>AB 22</td>
<td>Rodriguez (D)</td>
<td>Office of Emergency Services: Oil-by-Rail Spills</td>
<td>Requires the Curriculum Development Advisory Committee to review the curriculum and courses of instruction offered by public and private programs that train firefighters in response methods for oil-by-rail spills. Requires the Office of Emergency Services to compile a list of those curriculum and courses of instruction.</td>
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<tr>
<td>AB 28</td>
<td>Chu (D)</td>
<td>Bicycle Safety: Rear Lights</td>
<td>Requires that a bicycle operated during darkness upon a highway or a sidewalk be equipped with a red reflector, a solid red light, or a flashing red light 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.</td>
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<td>AB 33</td>
<td>Quirk (D)</td>
<td>Global Warming Solutions Act: Climate Council</td>
<td>Establishes the Climate Change Advisory Council. Requires the Council to develop an analysis of various strategies to achieve the statewide greenhouse gas emissions limit. Requires the State Air Resources Board to establish consistent metrics to accurately quantify reductions in greenhouse gas emissions, quantify public health benefits, and measure the cost-effectiveness of the various strategies identified by the Council.</td>
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<tr>
<td>AB 35</td>
<td>Chiu (D)</td>
<td>Income tax: Credit: Low-Income Housing: Allocation</td>
<td>Amends existing law that establishes 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.</td>
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<tr>
<td>AB 102</td>
<td>Rodriguez (D)</td>
<td>Railroad, Surface Transportation Safety and Emergency</td>
<td>Creates the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Task Force to be responsible for providing regional and onsite response capabilities in the event of a hazardous materials from a rail car or railroad accident involving a rail car or a hazardous materials release from a truck accident. Requires the development of a State regional railroad and surface transportation accident preparedness and immediate response plan.</td>
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<td>AB 194</td>
<td>Frazier (D)</td>
<td>High-Occupancy Toll Lanes</td>
<td>Deletes the requirement that high occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements and limitations that apply to specified facilities. Requires the State Transportation Commission to establish guidelines for the development and operation of the facilities approved by the Commission subject to specified minimum requirements. Prohibits conversion of non-toll lanes, except for HOT lanes. Authorizes related bonds. Relates to local transportation authorities.</td>
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<td>AB 227</td>
<td>Alejo (D)</td>
<td>Transportation Funding</td>
<td>Retains 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, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated to the State Transportation Improvement Program, to the State Highway Operation Program, and to city and county roads.</td>
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<tr>
<td>AB 313</td>
<td>Atkins (D)</td>
<td>Enhanced Infrastructure Financing Districts</td>
<td>Requires, after the adoption of a resolution of intention to establish the proposed infrastructure district, the legislative body to send a copy of the resolution to the public financing authority. Revises the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the infrastructure financing plan.</td>
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<tr>
<td>AB 323</td>
<td>Olsen (R)</td>
<td>Environmental Quality Act: Exemption</td>
<td>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 the that exemption to a specified date.</td>
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<tr>
<td>AB 422</td>
<td>McCarty (D)</td>
<td>Sacramento Regional Transit District: Line of Credit</td>
<td>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 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 grants and other available funds as security for repayment of the note and prescribes other terms.</td>
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<td>AB 448</td>
<td>Brown (D)</td>
<td>Local Government Finance: Vehicle License Fee</td>
<td>Relates to county vehicle license fee property tax compensation funds and the funding of additional allocations from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.</td>
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<tr>
<td>AB 457</td>
<td>Melendez (R)</td>
<td>High-Occupancy Vehicle Lanes</td>
<td>Makes technical, nonsubstantive changes to existing law that provides that the Department of Transportation has full control of the state highway system.</td>
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<tr>
<td>AB 464</td>
<td>Mullin (D)</td>
<td>Transactions and Use taxes: Maximum Combined Rate</td>
<td>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.</td>
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<tr>
<td>AB 518</td>
<td>Frazier (D)</td>
<td>Department of Transportation</td>
<td>Amends existing law authorizing a local agency to enter into an agreement with the appropriate transportation planning agency to use its own funds to develop, and construct a project within its own jurisdiction. Deletes a provision requiring the department to compile information and report to the Legislature.</td>
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<tr>
<td>AB 652</td>
<td>Cooley (D)</td>
<td>State Highway Route 16: Relinquishment</td>
<td>Extends to the California Transportation Commission on authorization to relinquish certain state highway segments to local agencies to the portion of State Highway Route 16 that is east of the City of Sacramento boundary and west of Grant Line Road.</td>
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<td>AB 654</td>
<td>Brown (D)</td>
<td>Redvelopment: Revenues from Property Tax Override</td>
<td>Authorizes a city, county, city and county, or special district that levies a property tax rate, approved by voters of those entities, to make payments in support of the State Water Project and levied in addition to the general property tax rate, to make a request to an oversight board to prohibit revenues derived from that tax rate from be deposited into a Redevelopment Property Tax Fund. Authorizes revenues from the tax rate, minus any revenue denied by oversight board, to be paid into the entities fund.</td>
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<tr>
<td>AB 712</td>
<td>Mullin (D)</td>
<td>Redevelopment: Successor Agencies: Payment Schedule</td>
<td>Amends existing law that governs redevelopment successor agencies. Revises the timeline for the preparation of the required Recognized Obligation Payment Schedule. Provides that the successor agency prepare a schedule for a 12-month fiscal period, with the first of these periods beginning on a specified date. Authorizes the Recognized Obligation Payment Schedule to be amended by the oversight board during a 12-month fiscal period under a specified condition.</td>
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<td>AB 738</td>
<td>Gaines B (R)</td>
<td>Sacramento Regional Transit District</td>
<td>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.</td>
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<tr>
<td>AB 744</td>
<td>Chau (D)</td>
<td>Planning and Zoning: Density Bonuses</td>
<td>Relates to housing development-related density bonuses and incentives for the production of lower income housing units or donation of certain land. Prohibits, in certain cases, a city or county from imposing a minimum parking requirement on a development that is located within a certain distance of a major transit stop, or is a senior or special needs housing development. Specifies that a city, county, or city and county may impose a maximum onsite parking requirement for a development.</td>
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<td>AB 747</td>
<td>Eggman (D)</td>
<td>Planning and Land Use: Sacramento-San Joaquin Valley</td>
<td>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.</td>
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<tr>
<td>AB 779</td>
<td>Garcia (D)</td>
<td>Environmental Quality: Transit Priority Areas</td>
<td>Relates to the California Environmental Quality Act that requires a lead agency to prepare, or cause to be prepared, an environmental import on a project that it proposes to carry out or approve that may or may not have a significant effect on the environment. Provides that revised guidelines shall not be effect before a specified date. Provides that a described automobile delay impact is also not a significant impact.</td>
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<td>AB 806</td>
<td>Dodd (D)</td>
<td>Redvelopment: Successor Agencies</td>
<td>Authorizes a successor agency, if the successor agency has received a finding of completion, to enter into, or amend existing, contracts and agreements, or otherwise administer projects in connection with enforceable obligations, if the contract, agreement, or project will not commit new property tax funds or otherwise adversely affect the flow of specified tax revenues or payments to taxing agencies. Relates to highway infrastructure improvement agreements. Relates to oversight boards.</td>
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<td>AB 828</td>
<td>Low (D)</td>
<td>Vehicles: Transportation Network Companies</td>
<td>Excludes from the definition of commercial vehicle, for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company, if specified conditions are satisfied.</td>
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<td>AB 851</td>
<td>Mayes (R)</td>
<td>Local Government: Disincorporation</td>
<td>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 the services currently provided by the city proposed for disincorporation. Adds disincorporation requirements to the petitioning process of a petitioner or local legislative body. Updates annexation requirements. Relates to indebtedness. Relates to assignment of property tax revenues.</td>
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<td>AB 852</td>
<td>Burke (D)</td>
<td>Public Works: Prevailing Wages</td>
<td>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 general acute care hospital, when the project is paid for, in whole or in part, with the proceeds of conduit revenue bonds.</td>
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<tr>
<td>AB 869</td>
<td>Cooper (D)</td>
<td>Public Transportation Agencies: Fare Evasion</td>
<td>Relates to prohibited conduct on public transit. Provides a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to criminal penalties. Requires the notice of fare contain a printed statement that the person may be charged with an infraction or misdemeanor if the penalty is not paid or dismissed. Requires dismissal of collection if the person is criminally charged.</td>
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<td>AB 875</td>
<td>Harper (R)</td>
<td>Low-Speed Electric Bicycles</td>
<td>Amends existing law relating to low-speed electric bicycles. Exempts a low-speed electric bicycle from the prohibition on the operation of a motorized bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail.</td>
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<tr>
<td>AB 877</td>
<td>Chu (D)</td>
<td>Transportation</td>
<td>Amends existing law the created the State Transportation Commission and provided for the Commission's membership. Expand the Commission's membership with additional Assembly and Senate members as ex officio nonvoting members. States the intent of the Legislature to enact legislation to find a funding stream to supplement the fuel excise tax for transportation infrastructure projects in the State.</td>
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<tr>
<td>AB 906</td>
<td>Cooper (D)</td>
<td>Sacramento Regional Transit District</td>
<td>Provides that the City of Elk Grove's proportionate share shall be deemed fully satisfied through the district's receipt from the Sacramento Transportation Authority of specified transportation-related transaction and use tax revenues.</td>
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<tr>
<td>AB 922</td>
<td>Gallagher (R)</td>
<td>Sales and Use Taxes: Exemption Manufacturing</td>
<td>Amends provisions regarding sales and use taxes on retailers as measured by gross receipts. Extends the application of an exemption indefinitely to a qualified person located in a county, city and county, or metropolitan statistical area that had a specified unemployment rate in the previous calendar quarter. Relates to manufacturing, recycling of property, personal property purchased by a contractor and personal property purchased for use in research and development.</td>
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<tr>
<td>AB 946</td>
<td>Ting (D)</td>
<td>Electric Vehicle Charging Stations</td>
<td>Amends existing law provides for the Alternative and Renewable Fuel Vehicle Technology Program to provide financial assistance to develop and deploy an alternative and renewable fuel infrastructure under the Program that includes electric vehicle charging infrastructure in disadvantaged communities.</td>
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<tr>
<td>AB 1009</td>
<td>Garcia (D)</td>
<td>Local Government: Redevelopment: Revenues</td>
<td>Authorizes a city or county that levies a property tax rate to make payments in support of pension programs and levied in addition to the general property tax rate, to make a request to an oversight board to prohibit revenues derived from that property tax rate from being deposited into a Redevelopment Property Tax Fund. Provides the circumstances for denial of such request. Requires the county-auditor to allocate funds from the Fund to a city or county that levied the property tax.</td>
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<td>AB 1015</td>
<td>Bloom (D)</td>
<td>Parking: Car Share Vehicles</td>
<td>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.</td>
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<tr>
<td>AB 1030</td>
<td>Ridley-Thomas S (D)</td>
<td>Global Warming Solutions Act of 2006: Greenhouse Gas</td>
<td>Amends existing law that relates to the Greenhouse Gas Reduction Fund. Requires, for greenhouse gas emission reduction projects involving hiring, priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.</td>
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<tr>
<td>AB 1033</td>
<td>Garcia E (D)</td>
<td>Infrastructure Financing</td>
<td>Amends the Bergeson-Peace Infrastructure and Economic Development Bank Act, which establishes the California Infrastructure and Economic Development Bank, and authorizes the issuance of bonds. Revises the definition of economic development facilities to include facilities that are used to provide goods movement. Revises the definition of port facilities to reference airports, landports, waterports and railports.</td>
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<tr>
<td>AB 1068</td>
<td>Allen T (R)</td>
<td>California Environmental Quality Act: Priority Projects</td>
<td>Authorizes each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. Requires the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. Requires an environmental impact report for each project. Authorizes tiering from previously prepared reports. Relates to court stays of projects.</td>
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<tr>
<td>AB 1079</td>
<td>Obernolte (R)</td>
<td>Successor Agencies: Due Diligence Review</td>
<td>Relates to finding of completion. Amends an existing which provides for the designation of successor agencies to wind down the affairs of dissolved redevelopment agencies and which requires a successor agency to employ a licensed accountant to conduct a certain due diligence review. Provides that the requirements of a due diligence review have been satisfied if specified conditions with respect to a transfer of assets are met.</td>
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<td>AB 1080</td>
<td>Obernolte (R)</td>
<td>Redevelopment: Enforceable Obligations</td>
<td>Relates to military base reuse. Authorizes the Department of Finance to find that an agreement between a former redevelopment agency and a joint powers authority that was created to exercise the powers provided by the Military Base Reuse Authority Act is an enforceable obligation.</td>
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<tr>
<td>AB 1084</td>
<td>Bonilla (D)</td>
<td>Jobs and Housing</td>
<td>Deletes provisions in existing law that requires the Department of Housing and Community Development to prepare a guidebook for use by certain public and private entities in the planning and development of a housing supply to meet the need created by employment growth, and requires the Assembly Office of Research to complete a study on the effectiveness of the guidebook.</td>
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<tr>
<td>AB 1087</td>
<td>Grove (R)</td>
<td>Greenhouse Gas Reduction Fund: High-Speed Rail</td>
<td>Provides that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and phase I blended system, as described in the Authority's 2012 business plan, of the high speed train system that shall be constructed.</td>
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<tr>
<td>AB 1098</td>
<td>Bloom (D)</td>
<td>Transportation: Congestion Management</td>
<td>Deletes traffic level of service standards as an element of a congestion management program and deletes related requirements, including a requirement that a city or county prepare a plan when highway or roadway level of service standards are not maintained. Requires performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share. Requires an evaluation of how a congestion management program contributes to achieving a greenhouse gas reduction target.</td>
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<td>AB 1119</td>
<td>Rendon (D)</td>
<td>Public Utilities: Rights of Way</td>
<td>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.</td>
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<td>AB 1160</td>
<td>Harper (R)</td>
<td>Vehicles: Automated Traffic Enforcement Systems</td>
<td>Prohibits a governmental agency from installing an automated traffic enforcement system. Authorizes a governmental agency that is operating an automatic traffic enforcement system on a specified date to continue to do so after that date, if the agency begins conducting a traffic safety study at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents involving failure to stop at a red light or when making a right turn.</td>
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<td>AB 1164</td>
<td>Gatto (D)</td>
<td>State Highways: Evaluation and Rating</td>
<td>Relates to state highways and performance measures for the expenditure of funds for major capital improvements. Requires the conduction of an annual evaluation and rating of the overall quality of the state highway system and resources needed to provide a system in good repair. Requires a report to specified committees of the Legislature in that regard. Require the Department of Transportation to post the report on its Internet Web site.</td>
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<tr>
<td>AB 1171</td>
<td>Linder (R)</td>
<td>Construction Manager: General Contractor Method</td>
<td>Authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters as of a specified date. Requires specified information provided to a regional transportation agency to be verified under oath.</td>
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<tr>
<td>AB 1179</td>
<td>Rendon (D)</td>
<td>Global Warming Solutions Act of 2006</td>
<td>Amends the California Global Warming Solutions Act of 2006 which requires a plan to allocate a specified percentage of available Greenhouse Gas Reduction Fund moneys to projects that benefit disadvantaged communities. Requires the State Air Resources Board to prepare, and post on its Internet Web site, a specified report on the projects funded to benefit disadvantaged communities.</td>
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<td>AB 1215</td>
<td>Ting (D)</td>
<td>State Open Data Standard</td>
<td>Enacts the State Open Data Act. Creates the position of Chief Data Officer. Requires State agencies to make public data available on an Internet Web portal pursuant to a open data standard. Authorizes a local government to adopt that standard. Requires a related working group to serve the Data Officer. Requires each State agency to submit a plan and enterprise application plan and the Data Officer to post the reports on the Internet Web portal. Requires specified legal policies to be posted on the portal.</td>
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<td>AB 1236</td>
<td>Chiu (D)</td>
<td>Local Ordinances: Electric Vehicle Charging Stations</td>
<td>Relates to the Electric Vehicle Charging Stations Open Access Act. Requires a city, county or city and county to approve the 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 appeal of that decision. Creates an expedited and streamlined permitting process for electric vehicle charging stations.</td>
</tr>
<tr>
<td>AB 1250</td>
<td>Bloom (D)</td>
<td>Vehicles: Buses: Gross Axle Weight</td>
<td>Amends existing law that exempts from the axle gross weight requirements of a bus, a transit bus procured through a solicitation process pursuant to which a solicitation was issued prior to a specified date. Provides for an extension the the specified date for solicitation.</td>
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<tr>
<td>AB 1265</td>
<td>Perea (D)</td>
<td>Transportation Projects: Comprehensive Development</td>
<td>Relates to existing law which authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive lease agreements. Provides that a lease agreement shall not be entered into under these provisions on or after a specified date. Includes within the Definition of regional transportation agency, the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships.</td>
</tr>
<tr>
<td>AB 1316</td>
<td>Lopez (D)</td>
<td>Housing Elements</td>
<td>Amends the Planning and Zoning Law regarding preparation of the housing element. Requires that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Requires the draft element or draft amendment to be available to the public prior to adoption.</td>
</tr>
<tr>
<td>AB 1335</td>
<td>Atkins (D)</td>
<td>Building Homes and Jobs Act</td>
<td>Enacts the Building Homes and Jobs Act. Imposes a fee on the recording of every real estate instrument, paper, or notice to be recorded. Requires fee revenues be sent to the Department of Housing and Community Development for deposit in the Building Homes and Jobs Fund to be expended for affordable owner-occupied workforce housing and for supporting affordable housing, home ownership opportunities, and other housing-related programs, and admin costs. Establishes a Fund Governing Board.</td>
</tr>
<tr>
<td>AB 1412</td>
<td>Perea (D)</td>
<td>Redevelopment: Successor Agencies</td>
<td>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.</td>
</tr>
<tr>
<td>AB 1431</td>
<td>Gomez (D)</td>
<td>Local Agency Construction: Job Order Contracting</td>
<td>Authorizes job order contracting for school districts in the Los Angeles Unified School District. 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 through a specified date, 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.</td>
</tr>
<tr>
<td>AB 1473</td>
<td>Salas (D)</td>
<td>California Environmental Quality Act</td>
<td>Makes technical, nonsubstantive changes to a provision within the California Environmental Quality Act that requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project.</td>
</tr>
<tr>
<td>AB 1478</td>
<td>Maienschein (R)</td>
<td>Land Use Planning</td>
<td>Makes nonsubstantive changes to existing law that provides that a city or county may apply for, and the Director of State Planning and Research is required to grant, a reasonable extension of time for the preparation and adoption of all or part of the city's or county's general plan.</td>
</tr>
<tr>
<td>AB 1482</td>
<td>Gordon (D)</td>
<td>Climate Adaptation</td>
<td>Requires the National Resources Agency to address the impacts of climate change and climate adaptation by reviewing and coordinating existing grants and programs to maximize specified objectives, including establishing policy, guidelines, and guidance at the State level to inform planning decisions and ensuring the State investments consider climate change impacts, as well as promote the use of natural system when developing physical infrastructure to address adaptation.</td>
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<tr>
<td>ACA 4</td>
<td>Frazier</td>
<td>Local Government Transportation Projects: Special Taxes</td>
<td>Provides that the imposition, extension, or increase of a special tax for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.</td>
</tr>
<tr>
<td>SB 8</td>
<td>Hertzberg</td>
<td>Taxation</td>
<td>Expands the Sales and Use Tax Law to impose a tax on the gross receipts from the sale in the State or, or the receipt of the benefit in the State of services at a specified percentage rate.</td>
</tr>
<tr>
<td>SB 9</td>
<td>Beall</td>
<td>Greenhouse Gas Reduction Fund: Transit/Intercity Rail</td>
<td>Modifies the purpose of the Transit and Intercity Rail Capital Program. Provides for the funding of defined large, transformative capital improvements. Updates project selection criteria under the program to projects that reduce greenhouse emissions. Requires estimates of funding available under the program. Allows the issuance of a no prejudice letter to allow an applicant to utilize its own funds on a project subject to reimbursement from program funds for eligible expenditures.</td>
</tr>
<tr>
<td>SB 16</td>
<td>Beall</td>
<td>Transportation Funding</td>
<td>Creates the Road Maintenance and Rehabilitation Program and a related fund for deferred highway and local road maintenance. Provides for an increase in motor vehicle fuel tax, a vehicle registration fee, commercial vehicle weight fees. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases the vehicle license fee for transportation bond debt service. Relates to petroleum storage taxes. Relates to allocation for supplemental project allocation requests.</td>
</tr>
<tr>
<td>SB 25</td>
<td>Roth</td>
<td>Local Government Finance: Property Tax Revenue</td>
<td>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.</td>
</tr>
<tr>
<td>SB 32</td>
<td>Pavley</td>
<td>Global Warning Solutions Act of 2006: Emissions Limit</td>
<td>Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limit that is equivalent to a specified percentage below the 1990 level to be achieved by 2050. Authorizes the Board to adopt interim emissions level targets to be achieve by specified years. Makes conforming changes.</td>
</tr>
<tr>
<td>SB 39</td>
<td>Pavley</td>
<td>Vehicles: High-Occupancy Vehicle Lanes</td>
<td>Increases the number of vehicle identifiers that the Department of Motor Vehicle is authorized to issue for HOV lane usage.</td>
</tr>
<tr>
<td>SB 64</td>
<td>Liu</td>
<td>State Transportation Plan</td>
<td>Requires the State Transportation Commission to review recommendations in the update to the Transportation Plan prepared by the department 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.</td>
</tr>
<tr>
<td>SB 122</td>
<td>Jackson</td>
<td>Environmental Quality Act: Record of Proceedings</td>
<td>Amends the Environmental Quality Act. Relates to a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office that shall be available online to the public through the internet. Provides for the phase-in of electronic documents. Requires the lead agency to submit to the State Clearinghouse a sufficient number of environmental documents for review.</td>
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<tr>
<td>SB 158</td>
<td>Huff (R)</td>
<td>Transportation Projects: Comprehensive Agreements</td>
<td>Authorizes the Department of Transportation or a regional agency to enter into a comprehensive development lease for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department by a specified date for public comment.</td>
</tr>
<tr>
<td>SB 192</td>
<td>Liu (D)</td>
<td>Bicycles: Helmets</td>
<td>Requires the Office of Traffic Safety to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by a specified date.</td>
</tr>
<tr>
<td>SB 246</td>
<td>Wieckowski (D)</td>
<td>Climate Action Team</td>
<td>Creates the Climate Action Team that would be responsible for coordinating the State's climate policy to achieve the State's climate change goals. Requires the team to periodically update 2009 California Adaptation Strategy, and to update the Adaptation Planning Guide. Establishes an advisory council to the team.</td>
</tr>
<tr>
<td>SB 321</td>
<td>Beall (D)</td>
<td>Motor Vehicle Fuel Taxes: Rates: Adjustments</td>
<td>Relates to motor fuel tax rates. Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to an exception that reflects the combined average of the actual fuel price over previous fiscal years and the estimated fuel price for the current fiscal year. Relates to revenue neutrality.</td>
</tr>
<tr>
<td>SB 331</td>
<td>Mendoza (D)</td>
<td>Public Contracts: Local Agencies: Negotiations</td>
<td>Enacts the Civic Reporting Openness in Negotiations Efficiency Act. Establishes specified procedures for the negotiation and approval of 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. Requires contracts to be discussed at public meetings before approval.</td>
</tr>
<tr>
<td>SB 341</td>
<td>Nguyen (R)</td>
<td>Housing and Community Development: Local Fees</td>
<td>Requires the Department of Housing and Community Development to investigate housing and community development in the state, including investigation of fees and charges imposed on new construction by local jurisdictions.</td>
</tr>
<tr>
<td>SB 348</td>
<td>Galgiani (D)</td>
<td>California Environmental Quality Act: Railroad Crossing</td>
<td>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.</td>
</tr>
<tr>
<td>SB 350</td>
<td>De Leon (D)</td>
<td>Clean Energy and Pollution Reduction Act of 2015</td>
<td>Establishes the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified periods. Requires the boards of local publicly owned electric utilities to ensure that specified quantities of such products be procured to achieve a specified percentage by a specified date. Excludes combustion from municipal waste as eligible renewable energy sources. Requires submission of renewable energy procurement plans. Relates to reducing motor vehicle emissions.</td>
</tr>
<tr>
<td>SB 367</td>
<td>Wolk (D)</td>
<td>Agricultural Lands: Greenhouse Gases</td>
<td>Requires the environmental farming program to provide loans, technical assistance, educational materials and outreach to farmers whose practices promote the well-being of ecosystems, air quality, and wildlife and their habitat, and reduce on-farm greenhouse gas emissions or increase carbon storage in agricultural soils and woody biomass, or both. Provides funds to support on-farm projects related management practices and activities. Requires a sustainable lands grants. Relates to the Air Resources Board.</td>
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<tr>
<td>SB 379</td>
<td>Jackson (D)</td>
<td>Land Use: General Plan: Safety Element</td>
<td>Requires, upon the next revision of the housing element, the safety 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.</td>
</tr>
<tr>
<td>SB 391</td>
<td>Huff (R)</td>
<td>Assault and Battery: Transit Employees</td>
<td>Provides the criminal penalties for an assault or battery and battery with injury committed against a transit employee.</td>
</tr>
<tr>
<td>SB 398</td>
<td>Leyva (D)</td>
<td>Green Assistance Program</td>
<td>Establishes the Green Assistance Program, to be administered by the Secretary for Environmental Protection that provides technical assistance to small businesses, small nonprofits, and disadvantaged communities in applying for an allocation of moneys from the Greenhouse Gas Reduction Fund.</td>
</tr>
<tr>
<td>SB 400</td>
<td>Lara (D)</td>
<td>Greenhouse Gas Reduction Fund</td>
<td>Relates to the Greenhouse Gas Reduction Fund. Requires the High-Speed Rail Authority to allocate a minimum percentage of moneys continuously appropriated to the Authority from the fund be allocated to measures and projects that reduce greenhouse gas emissions from transportation sources and provide a co-benefit of improving air quality. Requires priority be given to within this expenditure category to measures and projects located in areas designated as extreme nonattainment.</td>
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<tr>
<td>SB 413</td>
<td>Wieckowski (D)</td>
<td>Public Transit: Prohibited Conduct</td>
<td>Relates to certain acts on or in a facility or vehicle of a public transportation system. Relates this provision so that it 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 also to a person playing sound equipment on or in a public transportation system facility or vehicle. Provides an infraction to fail to yield seating of a facility or vehicle reserved for an elderly or disabled persons.</td>
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<tr>
<td>SB 433</td>
<td>Berryhill (R)</td>
<td>Motor Vehicle Fuel Taxes: Diesel Fuel Taxes: Rates</td>
<td>Requires, in specified fiscal years, the Department of Finance to adjust the motor vehicle and diesel fuel tax rates in a specified manner, and to notify the Board of Equalization of the rate adjustments.</td>
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<tr>
<td>SB 491</td>
<td>Beall (D)</td>
<td>Transportation: Omnibus Bill</td>
<td>Provides provisions regarding transportation to include vehicle registration fees to improve air quality, hazardous materials license endorsement, securing cargo by commercial drivers, commercial motor vehicle speedometers, the use of flags and lighting on oversized loads, the placing a lighted fusee to a vehicle, truck tractor wheel service breaks, the use of saddle mounts or tow-bars, securing vehicles from fumes and hazards, the prohibition on wearing earphones, bikeways, and highway descriptions.</td>
</tr>
<tr>
<td>SB 508</td>
<td>Beall (D)</td>
<td>Transportation Funds: Transit Operators: Pedestrians</td>
<td>Deletes the requirement that transit operators maintain higher farebox requirements based on a specified fiscal year. Exempts additional expenditures categories from 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.</td>
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<tr>
<td>SB 516</td>
<td>Fuller (R)</td>
<td>Transportation: Motorist Aid Services</td>
<td>Amends existing law authorizing a service authority to impose a fee on vehicles registered in the counties served by the authority. Requires each service authority to determine how those moneys are to be used for the implementation, maintenance, and operations of a motorist aid system, including call boxes. Authorizes the use of those moneys for traveler information systems, Intelligent Transportation System architecture and infrastructure, safety-related hazard and obstruction removal and other purposes.</td>
</tr>
<tr>
<td>SB 529</td>
<td>Pan (D)</td>
<td>Downtown/ Riverfront Streetcar Project</td>
<td>Appropriates a specified amount of funds from the General Fund to the Downtown/Riverfront Streetcar Project connecting Sacramento to West Sacramento, for use in funding the development of the project.</td>
</tr>
<tr>
<td>SB 530</td>
<td>Pan (D)</td>
<td>Pedicabs</td>
<td>Expands the definition of a pedicab to include a device that is primarily or exclusively pedal-powered, has a specified maximum seating capacity, cannot travel in excess of a specified speed, and is being used for is being used to transport passengers for hire. Imposes specified requirements on these pedicabs regarding operator qualifications and training, safety equipment, and passenger alcohol consumption.</td>
</tr>
<tr>
<td>SB 535</td>
<td>Pan (D)</td>
<td>City of Sacramento</td>
<td>States the intent of the Legislature to enact legislation to encourage economic development in the downtown area of the city of Sacramento through a partnership between the state, the City of Sacramento, and the federal government.</td>
</tr>
<tr>
<td>SB 544</td>
<td>Lara (D)</td>
<td>Global Warming Solutions Act of 2006: Scoping Plan</td>
<td>Makes technical nonsubstantive changes to the California Global Warming Solutions Act of 2006 that designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions.</td>
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<tr>
<td>SB 584</td>
<td>Nguyen (R)</td>
<td>California Environmental Quality Act: Exemption</td>
<td>Exempts from the requirements of the California Environmental Quality Act a project that is for the resurfacing of a city or county park.</td>
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<tr>
<td>SB 599</td>
<td>Mendoza (D)</td>
<td>Employment: Public Transit Service Contracts</td>
<td>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 90 days. Expands these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</td>
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<tr>
<td>SB 649</td>
<td>Roth (D)</td>
<td>Vehicles: Weight Limits</td>
<td>Makes technical nonsubstantive changes to existing law that generally prohibits the total gross weight in pounds imposed on the highway by a group of 2 or more consecutive axles of a vehicle from exceeding a specified weight, depending on the distance in feet between the extremes of a group of 2 or more consecutive axles, and the number of axles.</td>
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<tr>
<td>SB 698</td>
<td>Cannella (R)</td>
<td>Active Transportation Program: School Zone Safety</td>
<td>Relates to the Active Transportation Program to encourage increased use of active modes of transportation, such as biking and walking. Appropriates continuously an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation fund for purposes of funding school zone safety projects within the Active Transportation Program.</td>
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<td>SB 710</td>
<td>Galgiani (D)</td>
<td>Joint Exercise of Powers</td>
<td>Relates to the Joint Exercise of Powers Act. Authorizes a joint powers authority to issue bonds and enter into a loan agreement for the financing or refinancing of a project situated in another State, including working capital related to that project, if the project and its financing meets certain conditions. Requires an authority to inform the Legislative Analyst of information and the Analyst to report to the Legislature. Relates to meeting and records requirements. Makes bond interest tax free.</td>
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<tr>
<td>SB 730</td>
<td>Wolk (D)</td>
<td>Railroads: Movement of Freight: Trains or Light Engines</td>
<td>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.</td>
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<tr>
<td>SB 762</td>
<td>Wolk (D)</td>
<td>Counties: Competitive Bidding: Pilot Program</td>
<td>Relates to best value. Establishes a pilot program to allow counties to select the lowest responsible 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.</td>
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CURRENT NEWS

TWO-MONTH TRANSPORTATION EXTENTION PASSES CONGRESS

Just before leaving for the Memorial Day recess, Congress voted to extend the current highway and transit programs through the end of July to give lawmakers a chance to find a way to fund the program long-term.

The current program, authorized by the Moving America Forward for the 21st Century (MAP-21) Act in 2012, expired on September 30, 2014 and was extended by legislation last August to May 31, 2015. This extension was timed to coincide with the approximate date when the transportation program was expected to run out of money.

Spending from the Highway Trust Fund has outpaced the tax revenue collected since 2001. Congress has made up for these shortfalls by periodic transfers from the Treasury’s general fund totaling $54 billion from 2008 through 2014. However, due to an increase in driving over the last year and slower than expected spending by the state departments of transportation, there was more funding to support the program than expected. Therefore the two-month extension to July 31 did not require additional funding.

The additional two months gives Congress the chance to move a long-term bill and address the funding shortfall in the program. In fact, the Senate Environment and Public Works Committee has announced it plans to mark up a 6-year reauthorization bill on June 24 with the hope that this will push the other committees with jurisdiction over other portions of the bill to move forward with their titles in the near future. However, there is no indication that the other committees – most importantly the funding committees, the Senate Finance Committee and House Ways and Means Committee – are very far along in developing their portions of the surface transportation bill.

The President is expected to sign the extension in the next few days.

HOUSE PASSES APPROPS BILL

On May 13, the House Appropriations Committee approved the fiscal year (FY) 2016 Transportation, Housing and Urban Development (THUD) funding bill on a party-line vote of 30-21. The legislation includes funding for the Department of Transportation, the Department of Housing and Urban Development, and other related agencies.

In total, the bill reflects an allocation of $55.3 billion in discretionary spending – an increase of $1.5 billion above fiscal year 2015 and $9.7 billion below the President’s budget request.
However, given reduced offsets – primarily caused by a $1.1 billion decline in Federal Housing Administration receipts – the bill actually represents an increase of only $25 million above the current level.

House Republicans drew fire for including a $290 million cut to Amtrak in the FY 2006 THUD bill just days after the derailment in Philadelphia and for cuts of 30 percent to the Washington Metro Area Transit Authority days after riders were stranded due to reports of smoke in a subway tunnel. Additionally, the bill includes several controversial policy riders:

- allowing trucks to carry longer trailers, challenging the implementation of the USDOT hours of service rule and preventing USDOT from raising the minimum insurance it requires trucks and bus drivers to carry.
- encouraging Federal Highway Administration (FHWA) and the authorizing committees to expand the primary freight network established by MAP-21 that was limited to 27,000 miles of center-lane highway miles. FHWA has stated that a 41,000-mile multimodal network would be more appropriate.
- directing the Federal Railroad Administration (FRA) to require each State to develop and implement a State grade crossing action plan no later than 18 months after enactment of the appropriations bill, which identifies specific solutions to improve safety at high risk crossings.
- directing the Federal Transit Administration (FTA) to include the following when notifying Congress of the execution of full funding grant agreements (FFGA) under the New Starts program: (1) a copy of the proposed FFGA; (2) the total and annual federal appropriations required for that project; (3) yearly and total federal appropriations that can be reasonably planned for future FFGAs for each fiscal year through 2020; (4) a detailed analysis of annual commitments for current and anticipated FFGAs against the program authorization; (5) an evaluation of whether the alternatives analysis made by the applicant fully assessed all viable alternatives; (6) a financial analysis of the project’s cost and sponsor’s ability to finance the project; (7) the source and security of all public- and private-sector financial instruments; (8) the project’s operating plan, which enumerates the project’s future revenue and ridership forecasts; and (9) a listing of all planned contingencies and possible risks associated with the project.

The bill is expected to go to the House floor when Congress returns from Memorial Day recess.

AMTRAK DERAILMENT LEADS TO DISCUSSION ABOUT CHANGE AT AMTRAK

Two weeks ago, Amtrak train 188 derailed minutes after the train left Philadelphia en route to New York, leaving eight people dead and more than 200 injured. The train accelerated to 106 miles per hour as it approached the Frankford Junction curve, which had a speed limit of just 50 miles per hour.

This accident, which is currently under investigation by the National Transportation Safety Board, has already led to changes at Amtrak. First, FRA has instructed Amtrak to post more speed limit signs in the area. Second, Amtrak is installing inward facing cameras on its locomotives, starting with the regional trains that serve the Northeast Corridor and the Keystone...
lines into Pennsylvania. Investigators have expressed frustration with the lack of information about what was happening inside the cab when the train derailed. The engineer says he does not recall, and Amtrak cameras on trains currently only face outward. Therefore, investigators are relying only on information from the data recorder, known colloquially as the ‘black box,’ that follows locomotive and engineer actions.

There has also been discussion in Congress about whether Amtrak funding levels were to blame for deteriorating conditions of the railroad and, therefore, the derailment. When a reporter asked House Speaker John Boehner about the role funding played, the Speaker called the question “stupid” and responded, “Obviously it’s not about funding. The train was going twice the speed limit.”

Finally, members of the Senate Commerce Committee had been expected to roll out a Senate companion to the House rail reauthorization bill that passed the House in March. However, the Amtrak derailment caused them to hold off until after the Memorial Day recess. No draft of the bill is yet available to the public.
<table>
<thead>
<tr>
<th>Bill No.</th>
<th>Title</th>
<th>Lead Sponsor(s)</th>
<th>Cosponsors</th>
<th>Summary</th>
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<tbody>
<tr>
<td>HR 127</td>
<td>Transportation for Heroes Act of 2015</td>
<td>Rep. Green [D-TX-9]</td>
<td>2 cosponsors; 2 D</td>
<td>To amend title 49, United States Code, with respect to urbanized area formula grants, and for other purposes.</td>
<td>Referred to House T&amp;I</td>
</tr>
<tr>
<td>HR 198</td>
<td>MOVE Freight Act of 2015</td>
<td>Rep. Sires, Albio [D-NJ-8]</td>
<td>4 cosponsors; 4 D</td>
<td>To amend titles 23 and 49, United States Code, to establish national policies and programs to strengthen freight-related infrastructure, and for other purposes.</td>
<td>Referred to House T&amp;I</td>
</tr>
<tr>
<td>HR 199</td>
<td>Bicycle and Pedestrian Infrastructure Improvement Act of 2015</td>
<td>Rep. Sires, Albio [D-NJ-8]</td>
<td>17 cosponsors; 17 D and 0 R</td>
<td>Authorizes the Secretary of Transportation to establish a pilot program to make loans and loan guarantees to eligible entities to carry out bicycle and pedestrian infrastructure projects. Prescribes project eligibility requirements. Requires the Secretary to ensure that at least 25% of funds provided under this Act are used to support projects in low-income communities.</td>
<td>Referred to House T&amp;I</td>
</tr>
<tr>
<td>HR 200</td>
<td>Commute Less Act of 2015</td>
<td>Rep. Sires, Albio [D-NJ-8]</td>
<td>2 cosponsors; 2 D</td>
<td>To amend titles 23 and 49, United States Code, with respect to congestion mitigation and metropolitan transportation planning, and for other purposes.</td>
<td>Referred to House T&amp;I</td>
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<tr>
<td>Bill</td>
<td>Description</td>
<td>Sponsor(s)</td>
<td>Cosponsors</td>
<td>Purpose</td>
<td>Committee(s)</td>
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<td>HR 301</td>
<td>44 to 69 Act of 2015</td>
<td>Rep. Farenthold, Blake [R-TX-27]</td>
<td>4 cosponsors; 0 R and 4 D</td>
<td>To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to the identification of high priority corridors on the National Highway System, and for other purposes.</td>
<td>Referred to House T&amp;I</td>
</tr>
<tr>
<td>HR 309</td>
<td>Gas Tax Replacement Act of 2015</td>
<td>Rep. Huffman, Jared [D-CA-2]</td>
<td>0 cosponsors</td>
<td>To amend the Internal Revenue Code of 1986 to provide for repealing the gas tax and establishing a carbon tax on highway fuels, and for other purposes.</td>
<td>Referred to House Energy &amp; Commerce and House Ways &amp; Means</td>
</tr>
<tr>
<td>HR 354</td>
<td>To impose a civil penalty against a railroad carrier when a shift change of train employees causes a blockage of vehicular traffic at a grade crossing.</td>
<td>Rep. Duffy, Sean P. [R-WI-7]</td>
<td>2 cosponsors; 2R</td>
<td>To impose a civil penalty against a railroad carrier when a shift change of train employees causes a blockage of vehicular traffic at a grade crossing.</td>
<td>Referred to House T&amp;I</td>
</tr>
<tr>
<td>HR 365</td>
<td>To direct the Secretary of Transportation to conduct a notice and comment rulemaking before implementing certain policies relating to obstruction evaluation aeronautical studies, and for other purposes.</td>
<td>Rep. Cohen, Steve [D-TN-9]</td>
<td>4 consponsors; 3R, 1D</td>
<td>To direct the Secretary of Transportation to conduct a notice and comment rulemaking before implementing certain policies relating to obstruction evaluation aeronautical studies, and for other purposes.</td>
<td>Referred to House T&amp;I</td>
</tr>
<tr>
<td>HR 390</td>
<td>Moving Obstructed Trains In-between Openings Now (MOTION) Act</td>
<td>Rep. F. James Sensenbrenner, Jr. [R-WI-5]</td>
<td>4 cosponsors; 4R</td>
<td>To allow railroad employees to remain on duty as necessary to clear a blockage of vehicular traffic at grade crossings.</td>
<td>Referred to House T&amp;I</td>
</tr>
<tr>
<td>HR 413</td>
<td>Partnership to Build America Act of 2015</td>
<td>Rep. Delaney (D-MD-6)</td>
<td>38 cosponsors; 19 D, 19 R</td>
<td>To establish the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects, and for other purposes.</td>
<td>Referred to House T&amp;I, Ways &amp; Means</td>
</tr>
<tr>
<td>HR 625</td>
<td>Infrastructure 2.0 Act</td>
<td>Rep. Delaney (D-MD-6)</td>
<td>18 cosponsors; 9R, 9D</td>
<td>To eliminate the incentive for corporations to continue to hold accumulated earnings offshore, to invest in domestic infrastructure, to provide for international tax reform, and for other purposes.</td>
<td>Referred to House T&amp;I, Ways &amp; Means, House Rules</td>
</tr>
<tr>
<td>HR 652</td>
<td>State Transportation and Infrastructure Financing Innovation Act (STIFIA)</td>
<td>Rep. Hanna (R-NY-22)</td>
<td>3 cosponsors; 2D, 1R</td>
<td>To amend title 23, United States Code, to reauthorize the State infrastructure bank program.</td>
<td>Referred to House T&amp;I</td>
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<tr>
<td>HR 679</td>
<td>To establish a road usage charge pilot</td>
<td>Rep. Blumenauer (D-OR-3)</td>
<td>0 cosponsors</td>
<td>To establish a Road Usage Charge Pilot Program to study mileage-based fee systems, and for other purposes.</td>
<td>Referred to House Ways &amp; Means; House T&amp;I; House Commerce</td>
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<tr>
<td>Bill Number</td>
<td>Bill Title</td>
<td>Sponsor</td>
<td>Cosponsors</td>
<td>Committee</td>
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<tr>
<td>HR 844</td>
<td>To require a plan approved by the Surface Transportation Board for the long-term storage of rail cars on certain railroad tracks.</td>
<td>Rep. Kline, John [R-MN-2]</td>
<td>0 cosponsors</td>
<td>Referred to House T&amp;I</td>
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<tr>
<td>HR 1046</td>
<td>To amend the Internal Revenue Code of 1986 to make permanent the rule providing parity for the exclusion from income for employer-provided mass transit and parking benefits.</td>
<td>Rep. Norton, Eleanor Holmes [D-DC-At Large]</td>
<td>3 cosponser; 3D</td>
<td>Referred to House Ways &amp; Means</td>
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<tr>
<td>Bill Number</td>
<td>Description</td>
<td>Sponsor Name</td>
<td>Sponsor Party</td>
<td>Cosponsors</td>
<td>Details</td>
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<tr>
<td>HR 1290</td>
<td>Impact of diverting freight in urban areas</td>
<td>Rep. Ellison, Keith [D-MN-5]</td>
<td>D</td>
<td>0</td>
<td>Establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; establish a multimodal national freight network to accomplish the goals of the national freight policy; develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects.</td>
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<tr>
<td>HR 1308</td>
<td>Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act</td>
<td>Rep. Lowenthal, Alan S. [D-CA-47]</td>
<td>D</td>
<td>12</td>
<td>Require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss. Amends the Internal Revenue Code to: impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and deposit such tax revenues into a Freight Trust Fund to finance the Multimodal Freight Funding Formula Program and the National Freight Infrastructure Competitive Grant Program.</td>
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<tr>
<td>HR 1330</td>
<td>American-Made Energy and Infrastructure Jobs Act</td>
<td>Rep. Stivers, Steve [R-OH-15]</td>
<td>R</td>
<td>1</td>
<td>To amend the Outer Continental Shelf Lands Act to require the Secretary of the Interior to conduct offshore oil and gas leasing, to use revenues from such leasing to capitalize bonds that provide a dedicated source of revenue to fund highway, other transportation, and water infrastructure projects, and for other purposes.</td>
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<tr>
<td>HR 1393</td>
<td>Innovation in Surface Transportation Act</td>
<td>Rep. Davis, Rodney [R-IL-13]</td>
<td>R</td>
<td>8</td>
<td>To direct the Secretary of Transportation to establish an innovation in surface transportation program.</td>
</tr>
<tr>
<td>HR 1461</td>
<td>DRIVE Act</td>
<td>Rep. Massie, Thomas [R-KY-4]</td>
<td>R</td>
<td>5</td>
<td>Removes the Mass Transit Account from the HTF effective October 2015; Removes the Transportation Alternatives Program (TAP), programs related to complying with the ADA and safe routes to school from the HTF; Removes bike</td>
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<tr>
<td>Bill Number</td>
<td>Title</td>
<td>Sponsor(s)</td>
<td>Cosponsors</td>
<td>Referred To(s)</td>
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<td>Referred to House T&amp;I, Education &amp; Workforce</td>
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<td>Referred to House Ways &amp; Means</td>
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<tr>
<td>HR 1606</td>
<td>National Intersection and Interchange Safety Construction Program Act of 2015</td>
<td>Rep. Emmer, Tom [R-MN-6]</td>
<td>0 cosponsors</td>
<td>To direct the Secretary of Transportation to establish a national intersection and interchange safety construction program, and for other purposes.</td>
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<td>Referred to House T&amp;I</td>
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<tr>
<td>HR 1679</td>
<td>Bakken Crude Stabilization Act of 2015</td>
<td>Rep. Garamendi, John [D-CA-3]</td>
<td>0 cosponsors</td>
<td>To ensure the safe transportation of Bakken crude oil by rail, and for other purposes.</td>
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<td>Referred to House T&amp;I</td>
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<tr>
<td>HR 1692</td>
<td>Safety, Efficiency, and Accountability in Transportation Projects Through Public Inspection Act of 2015</td>
<td>Rep. Edwards, Donna F. [D-MD-4]</td>
<td>1 cosponsor; 1D</td>
<td>To require public employees to perform the inspection of State and local surface transportation projects, and related essential public functions, to ensure public safety, the cost-effective use of transportation funding, and timely project delivery.</td>
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<td>Referred to House T&amp;I</td>
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<td>HR 1724</td>
<td>Transportation Funds Exemption Act of 2015</td>
<td>Rep. Westerman, Bruce [R-AR-4]</td>
<td>0 cosponsors</td>
<td>To ensure the safety of all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals,</td>
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<td>HR 1804</td>
<td>Crude-By-Rail Safety Act</td>
<td>Rep. McDermott, Jim [D-WA-7]</td>
<td>4 cosponsors; 4D</td>
<td>To protect the public, communities across America, and the environment by increasing the safety of crude oil transportation by railroad, and for other purposes.</td>
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<td>Referred to House T&amp;I</td>
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<tr>
<td>HR 1846</td>
<td>The Bridge to Sustainable Infrastructure Act</td>
<td>Rep. Renacci, James B. [R-OH-16]</td>
<td>30 cosponsors; 22D, 8R</td>
<td>Ties the federal gas tax to inflation</td>
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<td>Referred to House T&amp;I, Ways &amp; Means</td>
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<td>Referred to House T&amp;I</td>
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<tr>
<td>HR 2021</td>
<td>To prohibit the expenditure of Federal funds to Amtrak</td>
<td>Rep. Salmon, Matt [R-AZ-5]</td>
<td>0 cosponsors</td>
<td>To prohibit the expenditure of Federal funds to Amtrak</td>
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<td>Referred to House T&amp;I, Subcommittee on Railroads, Pipelines, HM's</td>
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<tr>
<td>HR 2071</td>
<td>Safe Streets Act</td>
<td>Rep. Matsui, Doris O. [D-CA-6]</td>
<td>18 cosponsors; 10R, 8D</td>
<td>To ensure the safety of all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals,</td>
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<tr>
<td>Bill Number</td>
<td>Title</td>
<td>Sponsor(s) / Cosponsor(s)</td>
<td>Text</td>
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<td>HR 2172</td>
<td>To establish a pilot toll credit market place program, and for other purposes</td>
<td>Rep. Lipinski, Daniel [D-IL-3]</td>
<td>1 cosponsor; 1R</td>
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<td>To establish a pilot toll credit market place program, and for other purposes</td>
<td>Referred to House T&amp;I</td>
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<td>To direct the Secretary of Transportation to establish a transformational infrastructure competitive grant program, and for other purposes. Provides $985 billion for highway, bridge, port, public transit, rail, aviation, and water infrastructure projects</td>
<td>Referred to House T&amp;I</td>
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<td>To provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes until July 31, 2015.</td>
<td>Passed by recorded vote: 387 - 35</td>
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<td>HR 2379</td>
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<td>Rep. Lowey, Nita M. [D-NY-17]</td>
<td>1 cosponsor; 1D</td>
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<td>To prohibit the transportation of certain volatile crude oil by rail.</td>
<td>Referred to House T&amp;I</td>
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<td>Provides a total of $478 billion over six years, a 45 percent increase for highways, bridges, public transportation, highway safety, and rail programs.</td>
<td>Referred to House Budget; Energy and Commerce; Natural Resources; Oversight and Government Reform; Rules; Science, Space, and Technology; Transportation and Infrastructure; Ways and Means</td>
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<td>This bill will provide an emergency supplemental appropriation of $7.5 billion over the next 6 years for the TIGER program. The funding will be exempt from sequestration and will not reduce funds available for other federal programs.</td>
<td>Referred to House Appropriations; Budget</td>
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<td>HR 2497</td>
<td></td>
<td>Rep. Denham, Jeff [R-CA-10]</td>
<td>10 cosponsors; 10R</td>
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<td>To direct the Secretary of Transportation to establish a program to eliminate duplicative environmental reviews and approvals under State and Federal law of rail and highway projects, and for other purposes</td>
<td>Referred to House Natural Resources; T&amp;I</td>
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<tr>
<td>HR 2563</td>
<td></td>
<td>Rep. Van Hollen, Chris [D-MD-8]</td>
<td>1 cosponsor; 1D</td>
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<td>To amend title 49, United States Code, to allow States to regulate tow truck operations.</td>
<td>Referred to House T&amp;I</td>
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<tr>
<td>Bill No.</td>
<td>Title</td>
<td>Lead Sponsor(s)</td>
<td>Cosponsors</td>
<td>Summary</td>
<td>Status</td>
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<tr>
<td>S 188</td>
<td>A bill to ensure that oil transported through the Keystone XL pipeline into the U.S. is used to reduce U.S. dependence on Middle Eastern oil</td>
<td>Markey (D-MA)</td>
<td>0 cosponsors</td>
<td>A bill to ensure that oil transported through the Keystone XL pipeline into the U.S. is used to reduce U.S. dependence on Middle Eastern oil</td>
<td>Referred to Energy &amp; Natural Resources Committee</td>
</tr>
<tr>
<td>S 206</td>
<td>Local Transportation Infrastructure Act</td>
<td>Ayotte (R-NH)</td>
<td>0 cosponsors</td>
<td>To amend title 23, United States Code, to reauthorize the State infrastructure bank program.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 268</td>
<td>Rebuild America Act of 2015</td>
<td>Sanders (I-VT)</td>
<td>1 cosponsor [Milkulski (D-MD)]</td>
<td>A bill to improve the infrastructure of the United States, and for other purposes.</td>
<td>Referred to Banking Committee</td>
</tr>
<tr>
<td>S 443</td>
<td>A bill to prohibit the long-term storage of rail cars on certain railroad tracks unless STB approved rail carrier's rail car storage plan</td>
<td>Klobuchar (D-MN)</td>
<td>0 cosponsors</td>
<td>A bill to prohibit the long-term storage of rail cars on certain railroad tracks unless the Surface Transportation Board has approved the rail carrier's rail car storage plan</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 650</td>
<td>A bill to extend the positive train control system implementation deadline, and for other purposes.</td>
<td>Blunt (R-MO)</td>
<td>13 cosponsors: 11R, 2D</td>
<td>A bill to extend the positive train control system implementation deadline, and for other purposes.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 705</td>
<td>Transportation Alternatives Program Improvement Act</td>
<td>Cochran (R-MS)</td>
<td>1 cosponsor; 1D</td>
<td>Restore funding for TAP to the 2012 funding levels that existed for the three consolidated programs (Transportation Enhancements, Safe Routes to School, and Recreational Trails) that were consolidated to create TAP. Ensure that two-thirds of the program’s funds are distributed by population. Give states the flexibility to meet federal cost-sharing requirements across the entire program, which results in lower matching requirements for lower-resourced communities offset by higher matches from larger communities within a state. Allows nonprofit organizations and small metropolitan planning organizations to compete for funds. Removes unused TAP provisions, such as a provision allowing states to opt out of the Recreational Trails program</td>
<td>Referred to EPW</td>
</tr>
<tr>
<td>S 762</td>
<td>Innovation in Surface Transportation Act</td>
<td>Wicker (R-MS)</td>
<td>3 cosponsors; 2 D, 1 R</td>
<td>To direct the Secretary of Transportation to establish an innovation in surface transportation program</td>
<td>Referred to EPW</td>
</tr>
<tr>
<td>S 769</td>
<td>Trains Act</td>
<td>Blunt (R-MO)</td>
<td>2 cosponsors; 1 R, 1D</td>
<td>To streamline the permit process for rail and transit infrastructure.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>Bill Number</td>
<td>Bill Title</td>
<td>Sponsor(s)</td>
<td>Cosponsors</td>
<td>Summary</td>
<td>Committee</td>
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<td>S 808</td>
<td>The Surface Transportation Board (STB) Reauthorization Act of 2015</td>
<td>Thune (R-SD)</td>
<td>1 cosponsor; 1D</td>
<td>A bill to establish the Surface Transportation Board as an independent establishment, and for other purposes.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 853</td>
<td>Rail Shipper Fairness Act of 2015</td>
<td>Baldwin (D-WI)</td>
<td>0 cosponsors</td>
<td>A bill to improve the efficiency and reliability of rail transportation by reforming the Surface Transportation Board, and for other purposes.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 859</td>
<td>Crude-By-Rail Safety Act</td>
<td>Cantwell (D-WI)</td>
<td>4 cosponsors; 4D</td>
<td>A bill to protect the public, communities across America, and the environment by increasing the safety of crude oil transportation by railroad, and for other purposes.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 981</td>
<td>Invest in Transportation Act</td>
<td>Paul (R-KY)</td>
<td>5 cosponsors; 4R, 1D</td>
<td>A bill to amend the Internal Revenue Code of 1986 to provide for a repatriation holiday, to increase funding to the Highway Trust Fund</td>
<td>Referred to Finance Committee</td>
</tr>
<tr>
<td>S 1175</td>
<td>A bill to improve the safety of hazardous materials rail transportation, and for other purposes</td>
<td>Wyden (D-OR)</td>
<td>7 cosponsors; 7D</td>
<td>A bill to improve the safety of hazardous materials rail transportation, and for other purposes</td>
<td>Referred to Finance Committee</td>
</tr>
<tr>
<td>S 1296</td>
<td>Build USA Act</td>
<td>Fischer (R-NE)</td>
<td>0 cosponsors</td>
<td>A bill to establish the American Infrastructure Bank to offer States the option for more flexibility in financing and funding infrastructure projects.</td>
<td>Placed on Senate Legislative Calendar under General Orders. Calendar No. 85.</td>
</tr>
<tr>
<td>S 1350</td>
<td>Surface Transportation Extension Act of 2015</td>
<td>Carper (D-DE)</td>
<td>1 cosponsor; 1D</td>
<td>To provide a short-term extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund, and for other purposes.</td>
<td>Referred to Finance Committee</td>
</tr>
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<td>S 1360</td>
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<td>Nelson (D-FL)</td>
<td>3 cosponsors; 3D</td>
<td>A bill to amend the limitation on liability for passenger rail accidents or incidents under section 28103 of title 49, United States Code, and for other purposes.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 1404</td>
<td>State Transportation Flexibility Act</td>
<td>Portman (R-OH)</td>
<td>3 cosponsors; 3R</td>
<td>A bill to free States to spend gas taxes on their transportation priorities.</td>
<td>Referred to EPW</td>
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<td>S 1433</td>
<td></td>
<td>Klobuchar (D-MN)</td>
<td>3 cosponsor; 2R, 1D</td>
<td>A bill to amend title 23, United States Code, to improve highway safety and for other purposes.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 1454</td>
<td></td>
<td>Fischer (R-NE)</td>
<td>1 cosponsor; 1R</td>
<td>A bill to enhance interstate commerce by creating a National Hiring Standard for Motor Carriers.</td>
<td>Referred to Commerce Committee</td>
</tr>
<tr>
<td>S 1462</td>
<td></td>
<td>Schumer (D-NY)</td>
<td>4 cosponsors; 4D</td>
<td>A bill to improve the safety of oil shipments by rail and for other purposes.</td>
<td>Referred to Commerce Committee</td>
</tr>
</tbody>
</table>