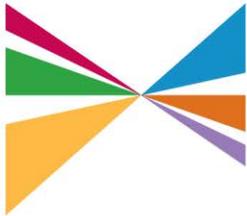


## MEETING OF THE

# LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

### Main Office

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[www.scag.ca.gov](http://www.scag.ca.gov)

### Officers

President  
Glen Becerra, Simi Valley

First Vice President  
Greg Pettis, Cathedral City

Second Vice President  
Carl Morehouse, San Buenaventura

Immediate Past President  
Pam O'Connor, Santa Monica

### Executive/Administration Committee Chair

Glen Becerra, Simi Valley

### Policy Committee Chairs

Community, Economic and  
Human Development  
Paula Lantz, Pomona

Energy & Environment  
Cheryl Viegas-Walker, El Centro

Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

**Tuesday, May 15, 2012**

**8:30 a.m. -10:00 a.m.**

**SCAG Offices**

**818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**Policy Committee Room B**

**Los Angeles, CA 90017**

**(213) 236-1800**

### Videoconference Available

**San Bernardino SCAG Office**

**1170 W. 3<sup>rd</sup> Street, Suite 140**

**San Bernardino, CA 92418**

### **Imperial County SCAG Office**

**1405 N. Imperial Avenue, Suite 1**

**El Centro, CA 92243**

### **Teleconference Also Available**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ruby Moreno at (213) 236-1840 or via email [moreno@scag.ca.gov](mailto:moreno@scag.ca.gov)

Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at:

[www.scag.ca.gov/committees](http://www.scag.ca.gov/committees)

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# Legislative/Communications and Membership Committee

May 2012

*Larry McCallon, District 7*

*Judy Mitchell, District 40*

*Chair*

*Vice-Chair*

**Member**

Barrows, Bruce  
Becerra, Glen  
Carroll, Stan  
Clark, Margaret  
Daigle, Leslie  
Daniels, Gene  
Finlay, Margaret  
Glaab, Paul  
Martinez, Michele  
Nelson, Shawn  
O'Connor, Pam  
Pettis, Greg  
Viegas-Walker, Cheryl

**Representing**

District 23  
District 46  
District 31  
District 32  
District 15  
District 24  
District 35  
District 12  
District 16  
Orange County  
District 41  
District 2  
District 1

## **Teleconference Locations**

Hon. Margaret Clark  
San Gabriel Basin WQA  
1720 W. Cameron Avenue, #100  
West Covina, CA 91790

# LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MAY 15, 2012

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*The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.*

## **CALL TO ORDER & ROLL CALL**

*(Hon. Judy Mitchell, Chair)*

## **PUBLIC COMMENT PERIOD**

*Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes, per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.*

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

1. Minutes of April 17, 2012 Meeting **Attachment 1**

### **ACTION ITEMS**

**Attachment 6**

2. SCAG Memberships and Sponsorships of Annual Events:

- 1) San Bernardino Associated Governments General Assembly, **June 14, 2012** (\$1,500);
  - 2) Coachella Valley Association of Governments General Assembly, **June 25, 2012** (\$1,500);
  - 3) Southern California Energy Summit, **October 4-5, 2012** (\$1,500);
  - 4) Rail-Volution Conference, **October 14-17, 2012** (\$1,600);
  - 5) California Contract Cities Membership (\$1,300);
  - 6) California Connections Leadership Network/SCAG Partnership 2012 (\$10,000);
- (Sharon Neely, Deputy Executive Director)*

3. SB 1156 (Steinberg) Community Development & Housing Joint Powers Authority, and SB 1151 (Steinberg) – Long Range Asset Management Plan **Attachment 9**  
*(Sharon Neely, Deputy Executive Director)*

4. AB 1444 (Feuer) – California Environmental Quality Act: Record of Proceedings **Attachment 13**  
*(Sharon Neely, Deputy Executive Director)*

# LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MAY 15, 2012

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## ACTION ITEMS CONT.

5. AB 1446 (Feuer) - Los Angeles County Metropolitan Transportation Authority: transactions and use tax  
*(Sharon Neely, Deputy Executive Director)* **Attachment 16**

## INFORMATION/DISCUSSION ITEMS

6. Update from Washington DC  
*(Councilmembers Pam O'Connor and Greg Pettis)* **Oral Report**
7. 2012 Ballot Initiative Update  
*(Sharon Neely, Deputy Executive Director)* **Attachment 18**
8. Evaluation Results of SCAG General Assembly  
*(Angela Rushen, Manager of Media and Public Affairs)* **Attachment 23**
9. Federal & State Legislative Update  
*(Sharon Neely, Deputy Executive Director)* **Attachment 36**
10. Regional Services Update  
*(Sylvia Patsouras, Interim Director)* **Oral Update**

## FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

## ANNOUNCEMENTS

## ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m., Tuesday, June 19, 2012 at the SCAG Los Angeles office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE**  
**of the**  
**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**April 17, 2011**  
**Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN AND/OR DISCUSSIONS BY THE LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE. AUDIO OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S DOWNTOWN LOS ANGELES OFFICE.

The Legislative/Communications & Membership Committee held its March 20, 2012 meeting at SCAG's downtown Los Angeles Office.

**Members Present**

Hon. Bruce Barrows, District 23 (Teleconference)  
 Hon. Glen Becerra, District 46 (Teleconference)  
 Hon. Stan Carroll, District 31 (Teleconference)  
 Hon. Margaret Clark, District 32 (Teleconference)  
 Hon. Gene Daniels, District 24  
 Hon. Margaret Finlay, District 35 (Teleconference)  
 Hon. Michele Martinez, District 16 (Teleconference)  
 Hon. Larry McCallon, District 7 (Videoconference)  
 Hon. Judy Mitchell, District 40  
 Hon. Pam O'Connor, District 41 (Teleconference)  
 Hon. Greg Pettis, District 2  
 Hon. Cheryl Viegas-Walker, District 1 (Videoconference)

**CALL TO ORDER**

The meeting was called to order by Councilmember Judy Mitchell at 8:34 a.m. There was a quorum.

**PUBLIC COMMENT PERIOD**

There were no public comments.

**CONSENT CALENDAR**

1. Minutes of March 20, 2012 Meeting

A motion was made (Daniels) to approve the Consent Calendar. The motion was SECONDED (Finlay) and unanimously APPROVED by roll call vote.

**ACTION ITEMS**

2. SCAG Sponsorship of Annual Events: Annual Western Riverside Council of Governments General Assembly (\$2,500); Coalition for America's Gateways and Trade Corridors Annual

## Legislative/Communications & Membership Committee Minutes

Conference (\$2,500); 2012 6th Annual Orange County Housing Summit (\$1,000); 2013 12th Annual New Partners for Smart Growth Event (in-kind sponsorship).

A motion was made (Finlay) to recommend approval of \$6,000 for the SCAG Sponsorship of Annual Events. Motion was SECONDED (Pettis) and unanimously APPROVED by roll call vote.

### 3. SB 1225 (Padilla): Intercity Rail Agreements (LOSSAN/Pacific Surfliner local control)

Sharon Neely, Deputy Executive Director, briefed the Committee on Executive Director Hasan Ikhata's diligent efforts working with the County Commission Chief Executive Officers and San Diego Association of Governments (SANDAG) to form a local authority to improve intercity rail service. This would give Southern California the ability to create a new Joint Powers Authority (JPA), similar to what was done in the Capitol Corridor in the Bay area, to manage the LOSSAN Rail Corridor. Member agencies of the LOSSAN Rail Corridor Agency and the CEO's have agreed on the importance of locally governed management, which will provide overall improvement of rail service along the LOSSAN corridor and provide the needed structure for greater cooperation from all transportation providers throughout the region. Since these efforts are consistent with SCAG's recently approved Regional Transportation Plan (RTP), Ms. Neely recommended support for this bill.

Councilmember Pettis responded to the proposed legislation by highlighting that Riverside County Transportation Commission (RCTC) is an ex-officio member of the LOSSAN Rail Corridor Agency. RCTC has an existing board policy that states if the LOSSAN governing board is not amended to allow RCTC a vote, they will maintain an oppose position to this bill. Councilmember Pettis further indicated that RCTC owns the rail rights on a significant portion of the tracks for LOSSAN, and if the negotiations are not successful they will go on record with a no vote position.

Executive Director, Hasan Ikhata, explained to the Committee that SCAG is in agreement with Councilmember Pettis and the current LOSSAN members also support RCTC's position and support negotiations to make RCTC a voting member.

A motion was made (Mitchell) to recommend approval of a support position for SB 1225 (Padilla). Motion was SECONDED (Daniels) and unanimously APPROVED by roll call vote.

### 4. AB 1778 (Williams): Local Transportation Funds

Sharon Neely, Deputy Executive Director, presented AB 1778 to the Committee, a bill which seeks to reduce local policy decision making authority regarding the allocation of transportation funding, specifically Local Transportation Fund (LTF) monies in Ventura County for use on streets and roads as well as for transit purposes. Current state laws grant regional transportation planning agencies (RTPAs) with responsibility to allocate LTF funds to cities and counties. The Ventura County Transportation Commission (VCTC), working with local stakeholder groups

## Legislative/Communications & Membership Committee Minutes

and consultants, has been in the process of developing a plan to submit to the state legislature this spring which proposes to split LTF funds for use on streets and roads as well as transit, as needed in both the more rural and urban areas of the county. AB 1778 is acting to push up a statutory date by which all such funding would be required to be used for transit purposes only to July 1, 2013. Ms. Neely reported that this legislation impedes on local authority decision making process and asks the Legislature to mandate use of these funds without considering the input of local stakeholders in preparing the report to the Legislature. Ms. Neely recommended that the Committee forward a recommended “oppose” position to the Regional Council.

A motion was made (McCallon) to recommend oppose on AB 1788 (Williams). Motion was SECONDED (Mitchell) and unanimously APPROVED by roll call vote.

### Additional Item: AB 1627 (Dickensen)

Sharon Neely, Deputy Executive Director, asked the Committee to add an urgent item AB 1627 (Dickensen) to the agenda for discussion and consideration.

A motion was made (Pettis) to include an additional item AB 1627 (Dickensen) to the agenda. Motion was SECONDED (Viegas-Walker) and unanimously APPROVED by roll call vote.

AB 1627 was originally introduced as an energy bill, but as recently amended, now confers authority to the Governor’s Office of Planning and Research to develop a manual containing information designed to be used by local governments, local agencies, and project developers to evaluate and incorporate measures and strategies to reduce vehicle miles traveled (VMT) in new residential and commercial building projects. The existing committee analysis questions the duplicative nature of this legislation since the California Air Resources Board (CARB) already has authority that determines compliance with statutorily required greenhouse gas reduction targets. Ms. Neely also noted that AB 1627 will create additional hurdles for approving projects and would require that a local building inspector or related official make the determination as to whether such projects reduce VMT. Ms. Neely explained that this kind of analysis is very complicated with many specialized factors for consideration, and expressed the strong likelihood that such a local official in most instances would not have the expertise to make this determination. This bill as currently written is opposed by the League of Cities, Business Property Association, manufacturing, and the California Chamber of Commerce.

The Committee had many questions concerning AB 1627, and Chairwoman Mitchell commented that this legislation may not be the best approach to reducing VMT since the measurement method is volatile. Councilmember McCallon reminded the Committee that since SCAG has recently approved a Regional Transportation Plan that provided a regional outlook at reducing greenhouse gases; these efforts would also cause a reduction in VMT. Additionally, there are some jurisdictions that do not have transit projects or will not in the foreseeable future, and therefore should not be required to develop a VMT reduction plan. Councilmember McCallon made a motion to recommend oppose, not watch. Motion was SECONDED (Barrows) and discussion ensued.

## **Legislative/Communications & Membership Committee Minutes**

Councilmember O'Connor responded that since there are still many questions surrounding AB 1627, opposing the bill outright would remove SCAG from the discussion, and would not allow for a constructive opinion or the opportunity to work with the author.

A substitute motion was made (Mitchell) to recommend a watch position, and send a letter informing the author and hearing committee of SCAG's concerns. Motion was SECONDED (Pettis) and APPROVED by roll call vote. (5 no votes: Barrows, Clark, Daniels, McCallon, and Viegas-Walker).

### **INFORMATION ITEMS**

#### **5. SCAG Sponsorships Policy-Update**

Sharon Neely, Deputy Executive Director, presented the SCAG Sponsorship Policy report, per the request of the LCMC, originally adopted October 2009. Ms. Neely also stated that the Executive Administrative Committee (EAC) also asked for a summary sponsorship report, listing all sponsorships for the fiscal year and allocated by each county. Executive Director, Hasan Ikhmeta, asked the LCMC to take into consideration the purpose of the sponsorships; SCAG region wide recognition, promotion of SCAG events, and supporting organizations that share SCAG's mission. Councilmember McCallon asked a question in regards to a rule in the policy regarding the calculation of the total sponsorship cost. Ms. Neely clarified the intent of the rule and satisfied the Committee's concerns.

#### **6. Report from SCAG General Assembly**

Sylvia Patsaouras, Interim Director, reported that SCAG's annual General Assembly was a successful event. Ms. Patsaouras thanked the Sponsorship Committee and the additional elected officials who promoted attendance and sponsorship participation for the assembly. The General Assembly had over seven hundred (700) registrations and approximately eight hundred (800) participants for both days. A total of \$180,000 in sponsorships was raised.

Chairwoman Mitchell commented on the excellent work provided by SCAG staff on their collaboration, outreach, and extended efforts to spearhead a successful event. The Chairwoman also encouraged the Committee to consider volunteering for the Sponsorship Committee for the General Assembly in this next coming year.

#### **7. Federal & State Legislative Update**

Sharon Neely, Deputy Executive Director, reported to the Committee that staff will prepare for its next meeting a report summarizing the proposed state ballot initiatives that have qualified for the June and November elections and will continue to apprise the committee of proposed and qualifying ballot measures as they make their way through the qualification process.

## **Legislative/Communications & Membership Committee Minutes**

On federal legislative matters, Ms. Neely reported that the House has reconvened, and the Rules Committee is considering another ninety (90) day extension of the Federal Transportation Reauthorization legislation. If approved, the bill would go to the House floor for vote and, if passed, back to the Senate which would likely add MAP-21 as an amendment to the bill and recommend that it go to Conference Committee. Ms. Neely noted that it will be difficult to get the two hundred and eighteen (218) votes needed to approve the bill.

### **8. Regional Services Update**

Sylvia Patsouras, Interim Director, reported that the video conferencing site in Hesperia, in San Bernardino County, will not be available for use for the next ninety (90) days due to construction in the building.

### **FUTURE AGENDA ITEMS**

None.

### **ANNOUNCEMENTS**

None.

### **ADJOURNMENT**

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 am, Tuesday, May 15, 2012 at the SCAG Los Angeles office.

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Sharon Neely  
Deputy Executive Director  
Strategy, Policy & Public Affairs

# REPORT

**DATE:** May 15, 2012

**TO:** Legislative/Communications and Membership Committee

**FROM:** Sharon A. Neely, Deputy Executive Director, Policy, Strategy and Public Affairs, [neely@scag.ca.gov](mailto:neely@scag.ca.gov), (213) 236-1992.

**SUBJECT:** SCAG Memberships and Sponsorships of Annual Events: 1) San Bernardino Associated Governments General Assembly (\$1,500); 2) Coachella Valley Association of Governments General Assembly (\$1,500); 3) Southern California Energy Summit (\$1,500) 4) Rail-Volution Conference (\$1,600); 5) California Contract Cities Association Membership (\$1,300); and 6) California Connections Leadership Network/SCAG Partnership 2012 (\$10,000)

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**RECOMMENDED ACTION:**

Approve.

***EXECUTIVE SUMMARY:***

***Approve up to \$17,400 in memberships and sponsorships for 1) San Bernardino Associated Governments General Assembly, June 14, 2012, \$1,500; 2) Coachella Valley Association of Governments General Assembly, June 25 2012, \$1,500; 3) Southern California Energy Summit, October 4-5, 2012, \$1,500; 4) Rail-Volution Conference, October 14-17, 2012, \$1,600; 5) California Contract Cities Association (CCCA) Membership, \$1,300; and 6) California Connections Leadership Network/SCAG Partnership 2012, \$10,000.***

**STRATEGIC PLAN:**

This item supports SCAG Strategic Plan, Goal (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and (2) Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

**BACKGROUND:**

San Bernardino Associated Governments

The San Bernardino Associated Governments (SANBAG) will host its 2nd Annual General Assembly on Thursday, June 14, 2012 (8:00 a.m. – 1:00 p.m.) at the Double Tree Hotel in Ontario. The theme of this year's conference is Pathways to Prosperity. The \$1,500 sponsorship will provide SCAG with four (4) tickets to the event; a listing in promotional materials; SCAG logo displayed on screens at the event; SCAG logo printed in the event program; and acknowledgement during the event presentation.

## Coachella Valley Association of Governments

The Coachella Valley Association of Governments (CVAG) will be having its 39<sup>th</sup> Annual General Assembly on Monday, June 25, 2012 at the Classic Club just outside of Palm Desert. The \$1,500 gold level sponsorship will provide SCAG a table of ten (10) at the reception; SCAG's logo on all CVAG General Assembly related materials; and preferred space at the Classic Club location to display the agency's collateral materials.

## Southern California Energy Summit

The 2012 Southern California Energy Summit will be held at the Palm Springs Convention Center on October 4-5, 2012. This event unites the hub of renewable energy resources in Southern California to raise the platform of these important issues and foster collaboration. The Coachella Valley Association of Governments (CVAG) and Coachella Valley Economic Partnership (CVEP) hosted the 2011 Coachella Valley Energy Summit with over 350 attendees, including numerous State and local elected officials. This year, CVAG and CVEP have decided to expand the Summit to include three counties (San Bernardino, Riverside and Imperial) and welcome new partners: Western Riverside Council of Governments (WRCOG), San Bernardino Associated Governments (SANBAG), Inland Empire Economic Partnership (IEEP) and Imperial Valley Economic Development Corporation (IVEDC). Discussions are currently underway with the Kern Economic Development Corporation as well. A \$1500 Bronze "Energy Efficiency" Sponsorship entitles SCAG to name recognition on the event website and program; company name on sponsor signage at entry of the Energy Summit & Networking Reception; complimentary entry for three (3) at the Summit; one (1) complimentary exhibitor booth space at the Summit; and two (2) complimentary tickets to the Reception.

## Rail-Volution Conference

Started in 1989 in Portland, Rail~Volution has become an annual national conference for local elected officials, transit operators, government officials, planners, business leaders, and citizen activists to come together each year and engage in discussions about building livable communities with transit. The 2012 Rail-Volution Conference will be held at the Renaissance Hollywood Hotel & Spa on October 14-17 2012. The \$1,600 sponsorship will provide SCAG with a full-page advertisement in the conference program.

## California Contract Cities Association

California Contract Cities Association (CCCA) is a collection of member cities united for a common cause. The general purpose of CCCA is to serve as a rallying point for cities contracting for municipal services to insure constituents the best service at the minimum cost. Through municipal seminars, education, exchange of ideas and information, the association combines resources to influence policy decisions affecting member cities. A \$1300 sponsorship will provide SCAG with associate membership benefits, including the opportunity to attend CCCA monthly Board of Directors meetings and a SCAG link from the CCCA website.

## SCLN/SCAG Partnership

SCAG has successfully partnered with the Southern California Leadership Network over the years, with SCAG board members and staff participating in SCLN's leadership development programs, the annual awards luncheon and panel discussions on regional policy issues. The program now consists of five, two-and-a-half day seminars for leaders from the business, government, and nonprofit sectors. The 2012 sessions will take place throughout the state, including a Sacramento session in which participants will begin to map out strategies for deepening their statewide leadership portfolios, in partnership with the Governor's Secretary for Service & Volunteerism. Participants will explore issues that include economic development; water, energy and the environment; politics and civic engagement; state governance and finance; transportation and land-use; agriculture; public health and safety; and education. A sponsorship of \$10,000 will include a space for a SCAG fellow in the program, company recognition on all event and seminar related materials, verbal recognition as a partnering sponsor at the opening session, and VIP seating and photo opportunity with special guests.

**FISCAL IMPACT:** Up to \$17,400 (These funds are included in the approved 2012 and 2013 budgets, \$4,300 in FY 2012 and \$13,100 in FY 2013).

**Reviewed by:**

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*Deputy Executive Director, Strategy,  
Policy & Public Affairs*

**Reviewed by:**

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*Chief Financial Officer*

# REPORT

**DATE:** May 15, 2012

**TO:** Legislative/Communications & Membership Committee

**FROM:** Sharon A. Neely, Deputy Executive Director, Strategy, Policy & Public Affairs,  
neely@scag.ca.gov, (213)-236-1992

**SUBJECT:** SB 1151 (Steinberg) – Long Range Asset Management Plan  
SB 1156 (Steinberg) – Community Development & Housing Joint Powers Authority

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**RECOMMENDED ACTION:**

Support.

**EXECUTIVE SUMMARY:**

*Existing law dissolved redevelopment agencies (RDA) and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. Existing law requires successor agencies to wind down the affairs of the dissolved redevelopment agencies including, among other things, the disposition of assets and properties of the dissolved redevelopment agencies. SB 1151 would establish a Sustainable Economic Development and Housing Trust Fund (“trust fund”) for cities and counties that adopt a joint powers agreement (JPA)—as described in SB 1156—so that the JPA would retain former redevelopment agency assets and funds. The JPA must complete a long-term asset management plan that must be approved by the Department of Finance by December 31, 2012.*

**STRATEGIC PLAN:**

This item supports SCAG’s Strategic Plan, Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective a) Identify and support legislative initiatives.

**BACKGROUND:**

In 2011, the Legislature enacted two bills, AB 1X 26 (Blumenfield) and AB 1X 27 (Blumenfield). AB 1X 26 eliminated redevelopment agencies (RDA) and established procedures for winding down the agencies, paying off enforceable obligations, and disposing of agency assets. AB 1X 26 established successor agencies (typically the city or county that established the agency) to take control of all RDA assets, properties, and other items of value. Successor agencies are to dispose of an agency's assets as directed by an oversight board, made up of representatives of local taxing entities, with the proceeds transferred to the county auditor-controller for distribution to taxing agencies within each county. AB 1X 27 allowed RDAs to avoid elimination if they made payments to schools in the current budget year and in future years. In December 2011, the California Supreme Court in California Redevelopment Association v. Matosantos upheld AB 1X 26 and overturned AB 1X 27. As a result, all of the state's roughly 400 RDAs dissolved on February 1, 2012, and local jurisdictions are in the process of implementing AB 1X 26's provisions to distribute former redevelopment assets.

Senate President pro tempore Darrell Steinberg introduced two pieces of legislation—which are structured to operate in tandem—that focus on the management of assets from a former RDA (SB 1151) and reauthorize redevelopment authority under limited circumstances (SB 1156).

# REPORT

## **SB 1151 (Steinberg)**

- 1) Establishes a trust fund for jurisdictions that adopt a JPA (pursuant to SB 1156), which would retain all assets of the former RDAs. Jurisdictions that do not form a JPA by August 1, 2012 will be subject to the AB 1X 26 process for disposing of RDA assets and transferring funds for distribution to the taxing entities.
- 2) Directs an authority to prepare a long-range asset management plan to govern the disposition and ongoing use of the trust fund. The plan must:
  - a. Inventory all assets, assess the value and purpose of acquisition of these assets, and determine the current value of real property assets.
  - b. Address the use or disposition of all of the assets in the trust.
  - c. Outline a strategy that maximizes the long-term social and monetary value of the real property and assets in the trust consistent with the provisions of SB 1156, and also create high-wage and high-skill jobs, in addition to affordable housing.
- 3) Requires the authority to submit this long-range asset management plan to the Department of Finance (DOF) for approval by December 1, 2012. The DOF may approve the plan or return it for revisions by December 31, 2012. As a condition of approval, the DOF may require that K-14 schools and local agencies receive a minimal amount of funding from the dissolution of assets.
- 4) The trust fund would serve as the repository of the unencumbered balances for each former RDA's funds, assets, and properties. In addition, the trust would be able to accept revenues from any source, including tax revenues, grants, and loans, and proceeds from selling RDA assets.
- 5) Allows the JPA to use the trust fund for public or private infrastructure needed for infill development, affordable housing, land acquisitions, clean energy, education, job training, transitional housing for former inmates transferred to a county pursuant to the 2011 realignment, loans for development activities, and environmental mitigation, including cleaning up brownfield sites.
- 6) Requires any entity receiving financial support under this bill or SB 1156 to incorporate into any and all agreements a jobs plan, which would describe how the project would create construction careers that pay prevailing wages and a program for community outreach, local hire, and job training. The jobs plan would also describe the project developer's commitment to offer jobs to disadvantaged California residents, including veterans of the Iraq and Afghanistan wars, people with a history in the criminal justice system, and single parent families.

## **SB 1156 (Steinberg)**

- 1) Authorizes a city and county representing the geographic territory covering the area served by a former RDA to form a Community Development and Housing JPA (~~–authority~~) after July 1, 2012 to carry out the Community Redevelopment Law. If a county formed an RDA, then the county may form an authority. An authority may adopt a redevelopment plan for a project area, which would terminate on a specified date not more than 30 years after the first issuance of bond indebtedness by the authority. Also does not require the redevelopment plan to make determinations of blight, and will not be required to remove blight.
- 2) Authorizes a redevelopment plan to include the receipt of tax increment, provided the local government with land use jurisdiction (the city) has adopted:
  - a. A plan to offset losses to schools serving the project area. The mitigation plan can include assessment districts, covenants, restrictions or other mechanisms. The plan must be approved by the fiscally affected school district, but may also be submitted to the DOF for approval. DOF shall approve the plan if there are no Prop 98 impacts, or if they are deemed ~~not~~ unacceptable.”
  - b. A strategy for mitigating unfunded service impacts to police, fire, and rescue.

# REPORT

- c. A sustainable parking standards ordinance.
  - d. A provision that 20 percent of housing in the project area must be affordable.
  - e. For transit priority areas and walkable communities within an MPO, the use designations, density, building and other provisions of the sustainable communities strategy shall apply with a minimum residential density of 20 units per acre and for non-residential uses a floor area ratio of not less than 0.75.
  - f. For small walkable communities outside an MPO, a minimum residential density of 20 units per acre and for non-residential uses a floor area ratio of not less than 0.75. Defines “small walkable communities” to mean: areas within a city that is located outside the boundary of an MPO, with a project area not exceeding one-quarter mile, includes a residential area adjacent to a commercial area, has an average residential net density of not less than 8 units per acre and a floor area ratio of not less than 0.50 for non-residential uses.
- 3) Limits possible project areas to only the following:
- a. *Within an MPO:* For regions with an adopted SCS that ARB has accepted, possible project areas may include transit priority areas identified in a SCS and for each jurisdiction, one small walkable community, as defined.
  - b. *Within or outside of an MPO:* Sites that have land use approvals or other controls that restrict the sites to clean energy manufacturing and are consistent with the SCS strategy, where applicable. The bill defines clean energy manufacturing as the manufacture of components, parts, or materials for the generation of renewal energy resources for alternative fuel vehicles.

If the project area is based on proximity to a planned major transit stop or a high-quality transit corridor, the stop or the corridor must be scheduled to be completed within the planning horizon established by specified federal regulations governing the metropolitan transportation planning process. The bill specifies that a transit priority area can include a military base reuse plan that meets the definition of a transit priority area and a contaminated site within a transit priority area.

- 4) Permits an authority to enter into financial agreements with community colleges, school districts, and private businesses to facilitate the development and operation of articulated career educational pathways.
- 5) Retains in the Sustainable Economic Development and Housing Trust Fund—which can be created under SB 1151—the existing L&M fund of the former redevelopment agency for use in accordance with existing redevelopment law. If the L&M funds are not contracted for use within 60 months from the effective date of this bill, then the local agency shall transfer the L&M fund monies to an agency designated by the governor for use as grants to the authority for the provision of affordable housing.
- 6) Permits a state or local public pension fund to invest in public infrastructure projects and private commercial and residential development that an authority undertakes.
- 7) Authorizes an authority to implement a local transactions and use tax, above the state’s base 7.25 percent sales and use tax, provided that the resolution authorizing the tax designates the use of the proceeds of the tax.

## CONCLUSION

Staff recommends the Legislative/Communications & Membership Committee forward a support recommendation to the Regional Council as the legislation provides a voluntary tool to municipalities regarding an alternative to complete elimination of RDA asset. The California State Association of Counties (CSAC) currently maintains a “Support in Concept as Amended on March 29, 2012” position on both bills. According to CSAC, “The approach outlined in the bill package encourages a collaborative partnership between local governments to jointly govern and utilize various financing tools formerly

# REPORT

afforded redevelopment agencies to provide economic development that also focuses on the public good.” The League of California Cities currently maintains a “watch” position on both bills.

Three other bills have been introduced in an effort to provide clarity to RDA cleanup issues that have arisen since the California Supreme Court upheld AB 1X 26:

- AB 1585: Introduced by Assembly Speaker John Perez, clarifies that low and moderate income housing funds are to be transferred to the successor agency to provide affordable housing. The housing funds are to be maintained in a separate account and at least 80 percent of the funds must be encumbered within three years.
  - o As noted in SCAG’s State Legislative Matrix, AB 1585 passed the Assembly on March 26, 2012, but is still in the Senate Committees on Governance & Finance and Transportation & Housing. AB 1585 has not been heard in either Committee since assignment on April 19, 2012.
- SB 654: Also introduced by Senate President pro Tempore Darrell Steinberg, allows the host city of a RDA under elimination to retain specified funds in the former RDA's housing fund to ensure that communities have the ability to increase, improve, and preserve supplies of low and moderate income housing.
  - o As noted in SCAG’s State Legislative Matrix, SB 654 passed the Senate on January 31, 2012, but is still in the Assembly Committees on Housing & Community Development and Local Government. SB 654 has not been heard in either Committee since assignment on April 16, 2012.
- SB 986: Introduced by Senator Bob Dutton, provides clarification that all bond proceeds initiated by the former RDA are considered encumbered and prohibits a successor agency from sending the proceeds to the county auditor-controller (as described in AB 1X 26). The bond proceeds could only be used for the purposes for which the bonds were sold and must be used by December 14, 2014. A successor agency is the newly created agency responsible for implementation of the obligations entered into by the former redevelopment agency.
  - o As noted in SCAG’s State Legislative Matrix, SB 986, in the Senate Committee on Appropriations, was sent to the Suspense File on May 7, 2012.

Senator Steinberg's legislation may be the legislature’s primary legislative vehicle for RDA cleanup. Both SB 1151 and SB 1156 were on the agenda for the Senate Transportation & Housing Committee’s hearing on Tuesday, April 24, 2012 and were passed (5 – 3 vote) to the Committee on Appropriations. The Committee on Appropriations has a hearing scheduled for May 14, 2012.

## ATTACHMENTS

None.

**Reviewed by:**

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*Deputy Executive Director, Strategy,  
Policy & Public Affairs*

# REPORT

**DATE:** May 15, 2012

**TO:** Legislative, Communications and Membership Committee

**FROM:** Sharon A. Neely, Deputy Executive Director, Strategy, Policy and Public Affairs, [neely@scag.ca.gov](mailto:neely@scag.ca.gov), (213)-236-1992.

**SUBJECT:** AB 1444 (Feuer): California Environmental Quality Act: Record of Proceedings

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**RECOMMENDATION:**

Support.

**EXECUTIVE SUMMARY:**

*AB 1444 requires the lead agency for a project reviewed under the California Environmental Quality Act (CEQA) to prepare and certify the record of proceedings concurrently with the administrative process for certain environmental documents. For CEQA actions challenged in court, the bill requires the court to schedule a hearing regarding the record of proceedings within 30 days of respondent's filing of the statement of issues.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal (2) Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

**BACKGROUND:**

Existing law requires lead agencies with the principal responsibility for carrying out or approving a proposed discretionary project that is subject to review under CEQA to prepare a negative declaration, mitigated negative declaration, or environmental impact report (EIR) for this action, unless the project is specifically exempt from CEQA (CEQA includes various statutory and categorical exemptions).

Existing law also establishes requirements relating to preparation, review, comment, approval and certification of environmental documents, as well as procedures relating to an action or proceeding to challenge, review, set aside, void, or annul various actions of a public agency on the grounds of noncompliance with CEQA. Challenges alleging improper determination that a project may have a significant effect on the environment, or alleging an EIR doesn't comply with CEQA, must be filed in the Superior Court within 30 days of filing of the notice of approval. At the time an action or proceeding is filed in court, the plaintiff must file a request that the respondent public agency prepare the record of proceedings, which must be served personally upon the public agency no later than 10 business days from the date the action or proceeding was filed. The public agency must prepare and certify the record no later than 60 days from the date the request was made by the plaintiff. Upon certification the public agency must lodge a copy of the record with the court. The plaintiff may elect to prepare the record of proceedings or the

parties may agree to an alternative method of preparation of the record. The courts are required to give CEQA actions preference over all other civil actions.

This bill establishes procedures for a lead agency to prepare and certify the record of proceedings concurrently with the administrative process for environmental documents, and to promptly post all documents on the Internet. The bill would require, until January 1, 2016, these procedures for a lead agency to prepare and certify the record of proceedings for any project upon the request of the project applicant and agreement of the project applicant to pay the lead agency's costs of preparation. These procedures provide for the same time frames of existing law, i.e., request that the respondent public agency for preparation of record of proceedings within 10 business days and preparation and certification of the record no later than 60 days from the date of request. The procedures also allows the court to grant 60 day extensions if needed, and to impose sanctions if the public agency fails to prepare and certify the record within the time limit.

For CEQA actions challenged in court, the bill requires the court to schedule a hearing within 30 days of respondent's filing of the statement of issues. At the hearing, the parties shall:

- Identify any objections to the record of proceedings;
- Agree upon a physical copy of those portions of the record that the parties intend to refer to in their briefs;
- May refer to other portions of the record if an appendix containing relevant portions of the record is prepared and lodged.

One of the issues posed in CEQA litigation is the difficulty of coordinating and preparing the administrative record in the context of the administrative process. From the lead agency and applicant's point of view, the process of preparing the record once a CEQA challenge has been filed is a costly, time-consuming process that necessarily delays project implementation. From the point of view of a challenger of the environmental review process and/or decision by the lead agency regarding certification of the environmental documents, wading through the record provided by the lead agency can also be costly and time-consuming.

For all parties to a CEQA lawsuit, litigation can be protracted due to the length of time it takes to reach agreement on issues in dispute. This bill is intended to bring the parties together with judicial oversight at an earlier stage of the litigation process so that each side has more certainty about the record of proceedings, resulting in a more efficient CEQA review process.

AB 1444 passed Assembly Natural Resources Committee on April 25 by vote of 11-1. The bill is referred to Assembly Appropriations Committee with no hearing scheduled. The bill is supported by California Manufacturers and Technology Association. There is no opposition on record, though the state Judicial Council has expressed concerns regarding the bill's requirement for a hearing within the 30 day timeline as unworkable in consideration of the funding and staffing cuts that the courts have experienced. The Judicial Council has not taken formal position on the bill.

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## CONCLUSION

Staff recommends the Legislative, Communications and Membership Committee forward a support position recommendation of AB 1444 to the Regional Council. The bill's provisions are wholly consistent with long-standing board adopted policy to accelerate project delivery without diminishing environmental review.

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Sharon Neely  
Deputy Executive Director  
Strategy, Policy & Public Affairs

# REPORT

**DATE:** May 15, 2012

**TO:** Legislative, Communications and Membership Committee

**FROM:** Sharon A. Neely, Deputy Executive Director, Strategy, Policy and Public Affairs, [neely@scag.ca.gov](mailto:neely@scag.ca.gov), (213)-236-1992.

**SUBJECT:** AB 1446 (Feuer): Los Angeles County Metropolitan Authority: Transactions and Use Tax

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**RECOMMENDATION:**

Support.

**EXECUTIVE SUMMARY:**

*AB 1446 allows the Los Angeles County Metropolitan Transportation Authority (MTA) indefinitely to extend its existing ½-cent transaction and use tax (sales tax) related to transportation, subject to voter approval. The bill would require MTA to secure bonded indebtedness payable from the proceeds of the tax and would require that the proceeds from those bonds be used to accelerate the completion of specified projects and programs. The bill would require MTA to amend the expenditure plan in a specified manner and makes other conforming changes.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal (2) Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

**BACKGROUND:**

Currently existing law authorizes MTA to adopt a ½-cent sales tax in Los Angeles County for 30 years, subject to a two-thirds approval of local voters. The sales tax, presented to the voters as Measure R, was approved in 2008. The law authorized MTA to incur bonded indebtedness payable from the proceeds of Measure R, and required MTA to adopt an expenditure plan prior to submitting the proposed Measure R to the voters for a vote. Measure R also requires MTA to allocate 20% of the proceeds derived from the ½-cent sales tax for bus operations and 5% for rail operations.

AB 1446 would allow MTA to extend indefinitely its existing ½-cent transaction and use tax (sales tax) related to transportation, subject to voter approval. Specifically, the bill:

- Authorizes MTA to place on the ballot for Los Angeles County voter approval the permanent extension of an existing countywide ½-cent sales tax, revenue from which will be dedicated to transportation;
- Subjects imposition of the extended tax upon approval of a majority of the MTA board of directors and upon approval of two-thirds of the voters in Los Angeles County;
- Authorizes MTA to incur bonded indebtedness, payable from the proceeds of the extended tax, to accelerate completion of capital projects and programs previously established under Measure R;

# REPORT

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- Requires, upon completion of capital projects and programs, that any remaining funds from bonds issued or from tax extension proceeds be expended by MTA on projects and programs in its Long Range Transportation Plan (or a successor plan);
- Requires MTA to amend its existing expenditure plan, previously adopted as a part of Measure R, relative to project costs and schedule dates.

This bill is intended to give Los Angeles County voters the opportunity to extend the duration of a local source of funding for an ambitious program of transportation infrastructure projects for the Los Angeles region. The anticipated new revenue can be bonded against to build projects in MTA's transportation plan sooner.

The bill passed out of Assembly Local Government Committee on April 11 by vote of 7-1; and out of Assembly Transportation Committee on April 23 by vote of 11-1. It is presently referred to Assembly Appropriations Committee with no hearing scheduled. On record positions include:

## Support

American Council of Engineering Companies  
California Chamber of Commerce  
California Labor Federation  
California State Association of Electrical Workers  
Los Angeles Area Chamber of Commerce  
Los Angeles Business Council  
Los Angeles County Federation of Labor, AFL-CIO  
Move LA  
Southern California Contractors Association  
State Building and Construction Trades Council of California  
The Associated General Contractors

## Opposition

California Taxpayers Association  
Cerritos City Council  
Howard Jarvis Taxpayers Association

## **CONCLUSION**

Staff recommends the Legislative, Communications and Membership Committee forward a support position recommendation of AB 1446 to the Regional Council. The bill's provisions would put before Los Angeles County voters the opportunity to bond sooner against sales tax revenues to commence building and accelerate the delivery of critically needed transportation infrastructure projects in southern California that were included in the recently SCAG adopted Regional Transportation Plan.

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Sharon Neely  
Deputy Executive Director  
Strategy, Policy & Public Affairs

# REPORT

**DATE:** May 15, 2012

**TO:** Legislative, Communications and Membership Committee

**FROM:** Sharon A. Neely, Deputy Executive Director, Strategy, Policy and Public Affairs, [neely@scag.ca.gov](mailto:neely@scag.ca.gov), (213)-236-1992.

**SUBJECT:** 2012 Ballot Initiative Update

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**RECOMMENDED ACTION:**

For information only; no action required.

***EXECUTIVE SUMMARY:***

*This report provides summary of the ballot initiative qualification process; the currently qualified ballot initiatives for the 2012 June primary and November general elections; and the other proposed ballot measures cleared for circulation which may still qualify for the November general election.*

**BACKGROUND:**

Qualification Process

There are two ways a measure can be placed on a statewide election ballot. First, the Legislature may place proposed constitutional amendments, bond measures, and changes in law on the ballot. The criteria to place these measures vary according to the type of measure. Additionally, any California voter or group comprised of California voters can put an initiative or a referendum on the ballot by following the initiative process established by Amendment to the California Constitution in 1911 to allow citizens to adopt laws and constitutional amendments without support of the Governor or Legislature.

Any such proposed initiative must be submitted to the Attorney General to complete a fiscal analysis, if applicable, and other processes prior to submitting the official title and summary and of proposed initiative to the initiative's proponents, the Secretary of State, and the Legislature. The date of the Attorney General's submittal, also known as the official summary date, is the date the Secretary of State uses to calculate future calendar deadlines.

Proposed initiative proponents are allowed a maximum of 150 days to circulate petitions to acquire the requisite number of signatures to qualify the measure for statewide ballot. However, the initiative measure must qualify at least 131 days before the next statewide election at which it is to be submitted to the voters (Elections Code § 9016; Cal. Const., art. II, § 8(c)). For the November 6, 2012 general election, the proposed initiative qualification deadline is June 28.

Proposed initiative statutes must be signed by registered voters equal to at least 5% of the total votes cast for Governor at the last gubernatorial election which, for initiative statutes is currently 504,760. Proposed initiative constitutional amendments must be signed by registered voters

equal to at least 8% of the total votes cast for Governor at the last gubernatorial election, which for initiative constitutional amendments is currently 807,615.

## Qualified Measures

The following measures are qualified for the June 2012 primary election:

### **Proposition 28 - Initiative Constitutional Amendment - Qualified: 07/28/10**

Limits on Legislators' Terms in Office.

Reduces the total amount of time a person may serve in the state legislature from 14 years to 12 years; allows a person to serve a total of 12 years either in the Assembly, the Senate, or a combination of both; applies only to legislators first elected after the measure is passed; provides that legislators elected before the measure is passed continue to be subject to existing term limits. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: No direct fiscal effect on state or local governments.

### **Proposition 29 - Initiative Statute – Qualified: 8/24/10**

Cigarette Tax for Cancer Research

Imposes additional five cent tax on each cigarette distributed (\$1.00 per pack), and an equivalent tax increase on other tobacco products, to fund cancer research and other specified purposes; requires tax revenues be deposited into a special fund to finance research and research facilities focused on detecting, preventing, treating, and curing cancer, heart disease, emphysema, and other tobacco-related diseases, and to finance prevention programs; creates nine-member committee charged with administering the fund. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Increase in new cigarette tax revenues of about \$855 million annually by 2011- 12, declining slightly annually thereafter, for various health research and tobacco-related programs. Increase of about \$45 million annually to existing health, natural resources, and research programs funded by existing tobacco taxes. Increase in state and local sales taxes of about \$32 million annually.

The following measures are currently qualified for the November 2012 primary election; other measures where signatures are currently under certification review by county elections officials may qualify on or before June 28:

### **SBx7 2. (Chapter 3, 2009), Cogdill\* - Safe, Clean, and Reliable Drinking Water Supply Act of 2012**

\*SBx7 2 was amended by AB 1265 (Chapter 126, 2010) Caballero. Safe, Clean, and Reliable Drinking Water Supply Act of 2012: surface storage projects: submission to voters. Both the Governor and legislative leaders have indicated that this water bond legislation will likely be moved to a future statewide ballot (2014). Such an act would require the passage of legislation this year by 2/3 vote and signature by the Governor.

## **Initiative Statute – Qualified: 12/06/11**

Prohibits Political Contributions by Payroll Deduction; Prohibitions on Contributions to Candidates.

Restricts union political fundraising by prohibiting use of payroll-deducted funds for political purposes; same use restriction would apply to payroll deductions, if any, by corporations or government contractors; permits voluntary employee contributions to employer or union committees if authorized yearly, in writing; prohibits unions and corporations from contributing directly or indirectly to candidates and candidate-controlled committees; other political expenditures remain unrestricted, including corporate expenditures from available resources not limited by payroll deduction prohibition; limits government contractor contributions to elected officers or officer-controlled committees. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Increased state implementation and enforcement costs of up to hundreds of thousands of dollars annually, potentially offset in part by revenues from fines.

## **Initiative Statute – Qualified: 01/18/12**

Changes Law to Allow Auto Insurance Companies to Set Prices Based on a Driver's History of Insurance Coverage.

Changes current law to permit insurance companies to set prices based on whether the driver previously carried auto insurance with any insurance company; allows insurance companies to give proportional discounts to drivers with some prior insurance coverage; will allow insurance companies to increase cost of insurance to drivers who have not maintained continuous coverage; treats drivers with lapse as continuously covered if lapse is due to military service or loss of employment, or if lapse is less than 90 days. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Probably no significant fiscal effect on state insurance premium tax revenues.

## **Referendum – Qualified: 02/24/12**

Redistricting - State Senate Districts.

State Senate districts are revised every ten years following the federal census. This year, the voter-approved California Citizens Redistricting Commission revised the boundaries of the 40 Senate districts. This referendum will: (1) Place the revised State Senate boundaries on the ballot and prevent them from taking effect unless approved by the voters at the next statewide election; and (2) Require court-appointed officials to set interim boundaries for use in the next statewide election.

## **Initiative Statute – Qualified: 04/23/12**

### Death Penalty Repeal.

Repeals death penalty as maximum punishment for persons found guilty of murder and replaces it with life imprisonment without possibility of parole; applies retroactively to persons already sentenced to death; requires persons found guilty of murder to work while in prison, with their wages to be applied to any victim restitution fines or orders against them; creates \$100 million fund to be distributed to law enforcement agencies to help solve more homicide and rape cases. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Net savings to the state and counties that could amount to the high tens of millions of dollars annually on a statewide basis due to the elimination of the death penalty. One-time state costs totaling \$100 million from 2012-13 through 2015-16 to provide funding to local law enforcement agencies.

### Other Measures

There are 55 proposed Initiatives and Referenda which are cleared for circulation and in the ballot qualification process. Any number of these measures may achieve certification of the required number of signatures by the deadline and qualify for the November 6 ballot.

Among these proposed measures yet to qualify is the Governor's initiative on a Constitutional amendment to increase temporary taxes to fund education and guarantee local public safety. The Governor's proposed measure would:

- Increase personal income tax on annual earnings over \$250,000 for five years;
- Increase sales and use tax by 1/2 cent for four years;
- Allocate temporary tax revenues 89 percent to K-12 schools and 11 percent to community colleges;
- Bar use of funds for administrative costs, but provides local school governing boards discretion to decide, in open meetings and subject to annual audit, how funds are to be spent;
- Guarantee funding for public safety services realigned from state to local governments.

The Legislative Analyst and Director of Finance summary of fiscal impact regarding initiative results include:

- Increased state revenues over the next five fiscal years. Estimates of the revenue increases vary-for 2012-13, from \$4.8 billion to \$6.9 billion; for 2013-14 through 2015-16, from \$5.5 billion to \$6.9 billion on average each year; and for 2016-17, from \$3.1 billion to \$3.4 billion.
- These revenues would be available to (1) pay for the state's school and community college funding requirements, as increased by this measure, and (2) address the state's budgetary problem by paying for other spending commitments. Limitation on the state's ability to make changes to the programs and revenues shifted to local governments resulting in a more stable fiscal situation for local governments.

It is anticipated that the Governor's proposal will qualify for the November ballot.

Other policy areas addressed by the proposed ballot measures under circulation or review by Attorney General include the following (in some cases, multiple proposed measures address same or similar policy area):

- UC, CSU and Community Colleges tuition and fees;
- Property Tax Exemption Disabled Veterans;
- Medical Marijuana;
- Education Funding Taxes;
- Government Spending Limits;
- Prevention of Issuance of High Speed Rail Bonds;
- Elimination of California High Speed Rail Authority;
- Taxes on California Oil and Natural Gas;
- Genetically Engineered Foods;
- Political Contributions/Expenditures by Corporations;
- Part-time Legislature;
- Undocumented Immigrants;
- Repeal of Education Non-Discrimination Requirements;
- Required Assessment of Commercial Property Every 3 Years;
- Limits on Hospital Charges;
- Polluter Fees;
- Multistate business taxes – Clean Energy;
- Abortion Prohibition Without Parental Notification;
- Reduced Public Employee Pension Benefits;
- Healthcare Insurance Rate Change Approvals;
- Legislature Expansion;
- Local Government State Funding – Criminal Justice/Social Services;
- Concealed Firearms;
- Reinstatement of Right to Marry of Same-Sex Couples.

Staff will continue to monitor pending initiatives and apprise the committee of additional ballot measures qualifying for the November 6 General Election.

**Reviewed by:**

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*Deputy Executive Director, Strategy,  
Policy & Public Affairs*

# REPORT

**DATE:** May 15, 2012

**TO:** Legislative/Communications and Membership Committee

**FROM:** Angela Rushen, Manager of Media and Public Affairs, (213) 236-1809;  
[rushen@scag.ca.gov](mailto:rushen@scag.ca.gov)

**SUBJECT:** Evaluation Results of SCAG General Assembly

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**RECOMMENDED ACTION:**

For information only; no action required.

**EXECUTIVE SUMMARY:**

*Attached for your information are the results of the online evaluation survey of attendees and sponsors of SCAG's 2012 Regional Conference & General Assembly. The majority of the responses were very positive and consistent with the favorable verbal feedback staff received during and after the event from Regional Council and Policy Committee Members, general attendees and sponsors. A small number of responses suggested that improvements or changes should be considered in certain areas. As plans get underway for next year's event, SCAG staff will address the concerns raised and make adjustments where appropriate to ensure that the majority of participants continue to have a positive and rewarding experience at SCAG's most prominent annual event.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: *(Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies).*

**BACKGROUND:**

In SCAG's continuing effort to provide quality programming and valuable networking opportunities for attendees and sponsors of the annual Regional Conference & General Assembly, SCAG staff prepared online surveys – one for conference attendees, the other for event sponsors – to obtain feedback on their experiences at the 2012 Regional Conference & General Assembly held at the Bonaventure Hotel in Downtown Los Angeles April 4 – 5, 2012.

A link to the appropriate survey was emailed to 446 conference registrants and 127 sponsor registrants immediately after the conference adjourned on April 5, 2012. The survey was open and available to respondents for two weeks; at the end of the first week, registrants received a reminder that they had one week remaining to complete the survey.

The survey results have been tabulated and key findings are as follows:

**Attendee Survey:**

- The link to the Attendee Survey was emailed to 446 conference registrants; 89 (19%) completed the survey, 357 (80%) did not respond.

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- 62% of attendee respondents identified themselves as repeat attendees of SCAG's conference.
- 72% said they attended the conference "to support SCAG."
- Top factors in attendees' decision to attend the conference were the length of the conference (61.6%) and Support of SCAG (57.5%).
- When asked to rate the major features of the conference as "Excellent," "Good," "Fair," or "Poor," 96% rated the General Sessions, Panels, Food and Beverages, Reception, Awards Dinner, Conference Facility and Quality of Speakers as "Excellent" or "Good."
- Only 27 of the survey's 89 respondents (30%) answered the question, "*What conference activities should be discontinued?*" Of those responding, most suggested discontinuing long speeches, reducing the length of the sessions, and reducing the length of time between the last session and the start of the reception and dinner.
- Thirty-four of the survey's 89 respondents (38%) answered the question, "*What conference activities should SCAG continue to include?*" Of those responding, most cited continuing the sponsor reception, awards dinner and suggested more specific, in-depth, leader discussion.

## **Sponsor Survey:**

- The link to the Sponsor Survey was emailed to 127 registered sponsors; 22 (17%) completed the survey; 105 (82%) did not respond; 1 opted out; and 1 email addressed bounced.
- 95% of sponsor respondents cited relationship-building with SCAG, its Regional Council Members and employees as the top benefit from sponsoring the event.
- 90% said their sponsorship space was sufficient.
- 100% said SCAG staff was responsive to their needs.
- 95% said the hotel was responsive to their needs.
- 90% said they are "Very likely" to sponsor a SCAG event in the future.

Based on other comments received, attendees would like to see more detailed and specific discussion regarding implementation/next steps related to the Regional Transportation Plan/Sustainable Communities strategy, discussion of the reauthorization of the Federal Transportation Act and possible roundtable discussions/breakout sessions at future conferences.

## **FISCAL IMPACT:**

None.

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## ATTACHMENTS:

- 2012 SCAG Regional Conference & General Assembly Conference Attendee Evaluation
- 2012 SCAG Regional Conference & General Assembly Sponsor Survey Evaluation

Reviewed by:

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*Department Director*

View Summary

**PAGE: ATTENDEE EVALUATION**

1. Please check/indicate your affiliation:

|   | Response Percent | Response Count |
|---|------------------|----------------|
| <b>SCAG Regional Council Member</b>                   | 19.2%            | 14             |
| <b>SCAG Policy Committee Member</b>                   | 13.7%            | 10             |
| <b>General Public</b>                                 | 12.3%            | 9              |
| <b>Sponsor</b>  | 9.6%             | 7              |
| <b>City/Agency Staff</b>                              | <b>52.1%</b>     | <b>38</b>      |
| Other (please specify)<br><small>Show replies</small> |                  | 19             |
| <b>answered question</b>                              |                  | <b>73</b>      |
| <b>skipped question</b>                               |                  | <b>16</b>      |

2. How often have you attended SCAG's Regional Conference & General Assembly?

|                                       | Response Percent | Response Count |
|---------------------------------------|------------------|----------------|
| <b>First-time Conference Attendee</b> | 37.1%            | 33             |
| <b>Repeat Conference Attendee</b>     | 62.9%            | 56             |
| <b>answered question</b>              |                  | <b>89</b>      |
| <b>skipped question</b>               |                  | <b>0</b>       |

Survey Results

3. How did you hear about this conference? (Please check one)

|   | Response Percent | Response Count |
|---|------------------|----------------|
| E-Mail  | 58.3%            | 42             |
| Website   | 6.9%             | 5              |
| Conference Brochure                                   | 8.3%             | 6              |
| Word of Mouth   | 26.4%            | 19             |
| Other (please specify)<br><small>Show replies</small> |                  | 21             |
| <b>answered question</b>                              |                  | <b>72</b>      |
| <b>skipped question</b>                               |                  | <b>17</b>      |

4. What were your main reasons for attending this conference? (Please check all that apply)

|   | Response Percent | Response Count |
|---|------------------|----------------|
| Interested in Specific Topic                          | 57.6%            | 49             |
| Networking Opportunities                              | 44.7%            | 38             |
| Support of SCAG                                       | 72.9%            | 62             |
| Referred by Other Attendee                            | 2.4%             | 2              |
| Other (please specify)<br><small>Show replies</small> |                  | 12             |
| <b>answered question</b>                              |                  | <b>85</b>      |
| <b>skipped question</b>                               |                  | <b>4</b>       |

5. How important are each of the following factors in your decision to attend this conference?

|                          | Very Important | Important  | Not Important | Rating Average    | Response Count |
|--------------------------|----------------|------------|---------------|-------------------|----------------|
| Registration cost        | 23.8% (20)     | 40.5% (34) | 35.7% (30)    | 1.88              | 84             |
| Conference date          | 22.1% (19)     | 47.7% (41) | 30.2% (26)    | 1.92              | 86             |
| Conference length        | 12.8% (11)     | 61.6% (53) | 25.6% (22)    | 1.87              | 86             |
| Networking opportunities | 51.2% (44)     | 36.0% (31) | 12.8% (11)    | 2.38              | 86             |
| Proximity to transit     | 26.7% (23)     | 27.9% (24) | 45.3% (39)    | 1.81              | 86             |
| Session topics           | 52.9% (46)     | 44.8% (39) | 2.3% (2)      | 2.51              | 87             |
| Support of SCAG          | 57.5% (50)     | 41.4% (36) | 1.1% (1)      | 2.56              | 87             |
|                          |                |            |               | answered question | 88             |
|                          |                |            |               | skipped question  | 1              |

6. Please rate the following items:

|   | Excellent  | Good       | Fair       | Poor     | Rating Average    | Response Count |
|---|------------|------------|------------|----------|-------------------|----------------|
| General Session I – presentation of the 2012-2035 RTP/SCS | 43.6% (34) | 41.0% (32) | 11.5% (9)  | 3.8% (3) | 3.24              | 78             |
| Panel 1 – Transportation Vision through 2035              | 35.5% (27) | 50.0% (38) | 11.8% (9)  | 2.6% (2) | 3.18              | 76             |
| Panel 2 – Economic Benefits of the 2012-2035 RTP/SCS      | 32.9% (25) | 46.1% (35) | 18.4% (14) | 2.6% (2) | 3.09              | 76             |
|   |            |            |            |          | answered question | 86             |
|   |            |            |            |          | skipped question  | 3              |

Survey Results

6. Please rate the following items:

|  |                             |                             |               |             |                          |           |
|--|-----------------------------|-----------------------------|---------------|-------------|--------------------------|-----------|
| <b>Panel 3 – A Greener and Healthier 2035</b>  | 29.2%<br>(21)               | <b>47.2%</b><br><b>(34)</b> | 18.1%<br>(13) | 5.6%<br>(4) | 3.00                     | 72        |
| <b>General Session II – Infrastructure as the Key to the Region's Global Competitiveness</b> | <b>44.0%</b><br><b>(33)</b> | 38.7%<br>(29)               | 13.3%<br>(10) | 4.0%<br>(3) | 3.23                     | 75        |
| <b>General Session III – Leaders Discuss Next Steps in Implementing the 2035 Vision</b>      | 34.2%<br>(25)               | <b>43.8%</b><br><b>(32)</b> | 17.8%<br>(13) | 4.1%<br>(3) | 3.08                     | 73        |
| <b>Quality of speakers</b>   | 37.5%<br>(30)               | <b>48.8%</b><br><b>(39)</b> | 11.3%<br>(9)  | 2.5%<br>(2) | 3.21                     | 80        |
| <b>Food and beverages</b>  | 35.8%<br>(29)               | <b>50.6%</b><br><b>(41)</b> | 11.1%<br>(9)  | 2.5%<br>(2) | 3.20                     | 81        |
| <b>Reception</b>   | <b>45.2%</b><br><b>(33)</b> | 43.8%<br>(32)               | 9.6%<br>(7)   | 1.4%<br>(1) | 3.33                     | 73        |
| <b>Awards Dinner</b>   | <b>50.0%</b><br><b>(34)</b> | 38.2%<br>(26)               | 10.3%<br>(7)  | 1.5%<br>(1) | 3.37                     | 68        |
| <b>Conference facility</b>   | <b>47.6%</b><br><b>(39)</b> | 31.7%<br>(26)               | 15.9%<br>(13) | 4.9%<br>(4) | 3.22                     | 82        |
| <b>Value for your money</b>  | <b>49.4%</b><br><b>(38)</b> | 33.8%<br>(26)               | 13.0%<br>(10) | 3.9%<br>(3) | 3.29                     | 77        |
|  |                             |                             |               |             | <b>answered question</b> | <b>86</b> |
|  |                             |                             |               |             | <b>skipped question</b>  | <b>3</b>  |

7. What conference activities should SCAG continue to include?

|                          | Response Count |
|--------------------------|----------------|
| Show replies             | 34             |
| <b>answered question</b> | <b>34</b>      |
| <b>skipped question</b>  | <b>55</b>      |

**8. What conference activities should be discontinued?**

|                          | <b>Response Count</b> |
|--------------------------|-----------------------|
| Show replies             | 27                    |
| <b>answered question</b> | <b>27</b>             |
| <b>skipped question</b>  | <b>62</b>             |

**9. Overall, did the conference**

|                                   | <b>Response Percent</b> | <b>Response Count</b> |
|-----------------------------------|-------------------------|-----------------------|
| <b>Exceed your expectations</b>   | 27.3%                   | 24                    |
| <b>Meet your expectations</b>     | 61.4%                   | 54                    |
| <b>Not meet your expectations</b> | 11.4%                   | 10                    |
| <b>answered question</b>          |                         | <b>88</b>             |
| <b>skipped question</b>           |                         | <b>1</b>              |

**10. Based on your impressions of this conference, how likely are you to attend future SCAG conferences?**

|                          | <b>Response Percent</b> | <b>Response Count</b> |
|--------------------------|-------------------------|-----------------------|
| <b>Highly likely</b>     | 60.9%                   | 53                    |
| <b>Likely</b>            | 33.3%                   | 29                    |
| <b>Unlikely</b>          | 5.7%                    | 5                     |
| <b>answered question</b> |                         | <b>87</b>             |
| <b>skipped question</b>  |                         | <b>2</b>              |

11. Please tell us what topics you would you like to see in the future and provide any additional comments or suggestions.

---

|                          | <b>Response<br/>Count</b> |
|--------------------------|---------------------------|
| Show replies             | 29                        |
| <b>answered question</b> | <b>29</b>                 |
| <b>skipped question</b>  | <b>60</b>                 |

12. Optional

---

|                                     | <b>Response<br/>Percent</b> | <b>Response<br/>Count</b> |
|-------------------------------------|-----------------------------|---------------------------|
| <b>Name</b><br>Show replies         | 100.0%                      | 24                        |
| <b>Organization</b><br>Show replies | 91.7%                       | 22                        |
| <b>answered question</b>            |                             | <b>24</b>                 |
| <b>skipped question</b>             |                             | <b>65</b>                 |

View Summary

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**PAGE: SPONSOR EVALUATION**

1. Please rate the importance of various outcomes of your organization's sponsorship of the 2012 Regional Conference & General Assembly:

|   | Very Important | Somewhat Important | Not Very Important | Not Important at All | N/A   | Rating Average | Response Count |
|---|----------------|--------------------|--------------------|----------------------|---|----------------|----------------|
| Commitment to address regional issues   | 81.0% (17)     | 19.0% (4)          | 0.0% (0)           | 0.0% (0)             | 0.0% (0)  | 3.81           | 21             |
| Demonstrate partnership with SCAG       | 86.4% (19)     | 13.6% (3)          | 0.0% (0)           | 0.0% (0)             | 0.0% (0)  | 3.86           | 22             |
| Visibility of company name/logo         | 72.7% (16)     | 27.3% (6)          | 0.0% (0)           | 0.0% (0)             | 0.0% (0)  | 3.73           | 22             |
| Free or reduced admission cost to event | 33.3% (7)      | 42.9% (9)          | 19.0% (4)          | 0.0% (0)             | 4.8% (1)  | 3.15           | 21             |
| Support a friend or colleague           | 23.8% (5)      | 42.9% (9)          | 9.5% (2)           | 9.5% (2)             | 14.3% (3)   | 2.94           | 21             |
|   |                |                    |                    |                      | Other (please specify)<br><small>Show replies</small> |                | 2              |
|   |                |                    |                    |                      | answered question                                     |                | 22             |
|   |                |                    |                    |                      | skipped question                                      |                | 0              |

2. What benefits do you see from sponsorship of SCAG's Regional Conference & General Assembly?  
Please check all that apply:

|   | Response Percent  | Response Count |
|---|-------------------|----------------|
| Increased regional presence/recognition                                     | 90.9%             | 20             |
| Ability to interact with regional partners                                  | 81.8%             | 18             |
| Relationship-building with SCAG, its Regional Council Members and employees | 95.5%             | 21             |
|   | answered question | 22             |
|   | skipped question  | 0              |

## Survey Results

### 3. Was your sponsorship space sufficient?

|     | Response Percent  | Response Count |
|-----|-------------------|----------------|
| Yes | 90.9%             | 20             |
| No  | 9.1%              | 2              |
|     | answered question | 22             |
|     | skipped question  | 0              |

### 4. Was the SCAG staff responsive to your needs?

|     | Response Percent  | Response Count |
|-----|-------------------|----------------|
| Yes | 100.0%            | 21             |
| No  | 0.0%              | 0              |
|     | answered question | 21             |
|     | skipped question  | 1              |

### 5. Was the hotel staff responsive to your needs?

|     | Response Percent  | Response Count |
|-----|-------------------|----------------|
| Yes | 95.0%             | 19             |
| No  | 5.0%              | 1              |
|     | answered question | 20             |
|     | skipped question  | 2              |

### 6. What was the most satisfactory aspect of your sponsorship?

|                   | Response Count |
|-------------------|----------------|
| Show replies      | 13             |
| answered question | 13             |
| skipped question  | 9              |

# Survey Results

## 7. What can SCAG do to help improve your sponsorship experience?

|                          | Response Count |
|--------------------------|----------------|
| Show replies             | 13             |
| <b>answered question</b> | <b>13</b>      |
| <b>skipped question</b>  | <b>9</b>       |

## 8. How likely are you to sponsor a SCAG event in the future?

|                                       | Response Percent | Response Count |
|---------------------------------------|------------------|----------------|
| Very likely                           | 90.5%            | 19             |
| Somewhat likely                       | 9.5%             | 2              |
| Not very likely                       | 0.0%             | 0              |
| Not at all                            | 0.0%             | 0              |
| (Please tell us why):<br>Show replies |                  | 6              |
| <b>answered question</b>              |                  | <b>21</b>      |
| <b>skipped question</b>               |                  | <b>1</b>       |

## 9. How did you hear about sponsorship opportunities for this event?

|   | Response Percent | Response Count |
|---|------------------|----------------|
| SCAG Sponsorship packet (hardcopy)                  | 16.7%            | 3              |
| SCAG Sponsorship packet (email)                     | 22.2%            | 4              |
| Event flyer   | 16.7%            | 3              |
| Event email   | 0.0%             | 0              |
| Business associate/friend                           | 27.8%            | 5              |
| Sponsored SCAG Regional Conference & GA in the past | 66.7%            | 12             |
| Website   | 5.6%             | 1              |
| <b>answered question</b>                            |                  | <b>18</b>      |
| <b>skipped question</b>                             |                  | <b>4</b>       |

# Survey Results

## 9. How did you hear about sponsorship opportunities for this event?

---

|  |      |    |
|--|------|----|
| <b>Newsletter</b>  | 0.0% | 0  |
| <b>Other (please specify)</b><br><small>Show replies</small> |      | 3  |
| <b>answered question</b>                                     |      | 18 |
| <b>skipped question</b>                                      |      | 4  |

## 2012 State Legislative Summary

May 2012

| SUBJECT  | BILL NUMBER | BILL SUMMARY  | COMMENTS                         | STATUS   | AGENCY POSITIONS |
|--|-------------|---|----------------------------------|--|------------------|
| <b>ENVIRONMENT</b>                                   |             |   |                                  |  |                  |
| <i>Air Quality/<br/>GHG Reduction<br/>Strategies</i> | AB 343      | <b>Redevelopment Plans: Environmental Goals</b><br><b>Author:</b> Atkins (D)<br>Amends the Community Redevelopment Laws which authorize the establishment of redevelopment agencies in certain communities in order to address the effects of blight, requires transportation plans, and greenhouse emissions reduction strategies. Requires each redevelopment plan be consistent with the regional sustainable communities strategy or alternative planning strategy adopted by the MPO or COG.   | Non-urgency,<br>fiscal bill.     | Passed Assembly (53-25) on 5/23/2011.<br>Referred to Senate Governance & Finance and Environmental Quality Committees. No hearing scheduled.<br><b>Pending - Carryover</b>   | N/A              |
| <i>CEQA</i>  | AB 890      | <b>Environment: CEQA Exemption: Roadway Improvement</b><br><b>Authors:</b> Olsen (R) and Berryhill T (R)<br>This bill would, until January 1, 2026, make a project or an activity to repair, maintain, or make minor alterations to an existing roadway CEQA exempt if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use.   | Non-urgency,<br>fiscal bill.     | In Committee on Natural Resources: Failed passage (0-3), reconsideration granted on 05/02/2011. In Assembly: Passed (54-9) to Senate on 01/26/2012. To Senate Committee on Env. Quality on 02/16/2012.<br><b>Pending</b>   | N/A              |
| <i>Environmental<br/>Quality</i>                     | AB 1444     | <b>Record of Proceedings</b><br><b>Author:</b> Feuer (D)<br>Amends the California Environmental Quality Act. Requires a lead agency, at the request of a project applicant to bear the costs incurred by the agency to prepare a record of proceedings currently with the preparation, and adoption or certification, of the environmental document. Requires that, in an action or proceeding filed challenging the lead agency's action pursuant to the act, the court to schedule a hearing within 30 days of the filing of the statement of issues regarding the record of proceedings. | Non-urgency,<br>non-fiscal bill. | Introduced on 01/04/2012. To Committee on Natural Resources on 03/29/2012. Read second time and amended re-referred to Natural Resources on 03/29/2012. From Committee: Do pass (7-1) to Appropriations on 04/23/2012. In Assembly: read second time and amended, re-referred to Appropriations on 05/01/2012.<br><b>Pending</b> |                  |
| <i>Greenhouse<br/>Gas Emissions</i>                  | AB 1532     | <b>California Global Warming Solutions Act of 2006</b><br><b>Author:</b> Perez (D)<br>Amends the California Global Warming Solutions Act of 2006 to adopt a statewide greenhouse gas emissions limit. Authorizes the State Air Resources Board to include use of market-based compliance mechanisms and a schedule of fees. Creates the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. Requires the board to develop an investment plan that identifies the anticipated expenditures of moneys from the account. Requires an annual report on project status.      | Non-urgency,<br>fiscal bill.     | Introduced on 01/23/2012. Referred to Natural Resources on 02/02/2012. Read second time and amended, referred to Natural Resources on 04/17/2012. From Committee: Do pass (5-3) to Appropriations on 04/23/2012. In Assembly: read second time and amended, re-referred to Appropriations on 05/01/2012.<br><b>Pending</b>       |                  |
| <i>VMT</i>   | AB 1627     | <b>Energy: Vehicle Miles Traveled</b><br><b>Author:</b> Dickinson (D)<br>Requires the Office of Planning and Research to prepare and make available a manual containing specified information designed to be used by local governments, local agencies, and project developers to evaluate and incorporate measures and strategies to reduce vehicle miles traveled in new residential and commercial building projects. Requires recommendations to the Legislature and local policymakers of those measures and strategies.   | Non-urgency,<br>fiscal bill.     | Introduced on 02/09/2012. To Assembly Committees on Business, Professions & Consumer Protection and Natural Resources on 02/23/2012. Read second time and amended, re-referred to Business, Professions & Consumer Protection on 04/10/2012. Hearing scheduled for 04/17/2012 at 9:00 AM.<br><b>Pending</b>                      | Watch            |

# 2012 State Legislative Summary

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| SUBJECT                             | BILL NUMBER | BILL SUMMARY  | COMMENTS                      | STATUS   | AGENCY POSITIONS |
|-------------------------------------|-------------|---|-------------------------------|--|------------------|
| <i>CEQA: Exemption</i>              | AB 1665     | <p><b>California Environmental Quality Act: Exemption</b><br/> <b>Author:</b> Galgiani (D)<br/>                     Amends the California Environmental Quality Act (CEQA). Exempts from the CEQA the closure of a railroad crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety.</p>   | Non-urgency, fiscal bill.     | Introduced on 02/14/2012. Referred to Natural Resources on 02/23/2012. Not heard on 04/16/2012. Read second time and amended, re-referred to Natural Resources on 04/18/2012. From Natural Resources: Do pass (5-2) to Appropriations on 04/23/2012. No hearing scheduled.<br><b>Pending</b>                       |                  |
| <i>CEQA: Judicial Review</i>        | AB 2163     | <p><b>California Environmental Quality Act: Judicial Review</b><br/> <b>Author:</b> Knight (R)<br/>                     Relates to the Environmental Quality Act. Extends indefinitely the use of the alternative method for the preparation of the record of proceedings and the alternative judicial review procedures. Expands projects that would be eligible for those alternative processes to include certain commercial development projects, residential development projects, and projects of cultivated development.</p>   | Non-urgency, fiscal bill.     | Introduced on 02/23/2012. To Assembly Committees on Natural Resources and Judiciary on 03/19/2012. In Committee: Failed passage (3-6) on 04/16/2012. Reconsideration granted. In Assembly: Joint Rule 62(a) suspended on 04/23/2012. From Natural Resources: Failed passage (3-6) on 04/26/2012.<br><b>Pending</b> |                  |
| <i>CEQA: Exemption</i>              | AB 2245     | <p><b>Environmental Quality: Exemption: Bikeways</b><br/> <b>Author:</b> Smyth (R)<br/>                     Exempts, under the California Environmental Quality Act, a Class II bikeway project undertaken by a city, county, or a city and county within an existing road right-of-way.</p>  | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. To Assembly Committee on Natural Resources on 03/15/2012. Hearing scheduled for 05/07/2012 at 1:30 PM.<br><b>Pending</b>   |                  |
| <i>Global Warming Solutions Act</i> | AB 2404     | <p><b>Global Warming Solutions Act: Local Emission Reduction</b><br/> <b>Author:</b> Fuentes (D)<br/>                     Creates the Local Emission Reduction Program pursuant to the Global Warming Solutions Act of 2006, requiring moneys collected under the market-based compliance mechanisms be available for award to specified local entities for specified purposes by the State Air Resources Board to develop standards and guidelines to ensure the funded projects maximize the funds appropriated, provide environmental and economic benefits, and do not conflict with the act.</p> | Non-urgency, fiscal bill.     | Introduced on 02/24/2012. To Assembly Committee on Natural Resources on 03/22/2012. From Committee: Do pass (5-3) to Appropriations on 04/23/2012. In Assembly: read second time and amended, re-referred to Appropriations on 05/01/2012. No hearing scheduled.<br><b>Pending</b>                                 |                  |
| <i>Air Quality</i>                  | AB 2412     | <p><b>Air Quality Improvement Program</b><br/> <b>Author:</b> Swanson (D)<br/>                     Relates to the Air Quality Improvement Program that authorizes the funding of air quality improvements projects related to fuel and vehicle technologies and requires the State Air Resources Board to submit a biennial report to evaluate the implementation of the program. Requires the evaluation report to be an annual report instead of biennial.</p>  | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. To Assembly Committee on Transportation on 03/29/2012. Read second time and amended, re-referred to Transportation on 03/29/2012. Hearing scheduled for 04/23/2012 at 1:30 PM.<br><b>Pending</b>   |                  |
| <i>Environmental Quality</i>        | AB 2577     | <p><b>Environmental Quality: Public Comments</b><br/> <b>Author:</b> Galgiani (D)<br/>                     Specifies that the lead agency certifying the completion of an environmental impact report, under the California Environmental Quality Act, does not have a duty to consider, evaluate, or respond to comments received after the expiration of the public review period. Provides these comments are not a part</p>   | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. To Assembly Committee on Natural Resources on 03/19/2012. Hearing scheduled for 05/07/2012 at 1:30 PM.<br><b>Pending</b>   |                  |

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| SUBJECT                                  | BILL NUMBER | BILL SUMMARY   | COMMENTS                      | STATUS  | AGENCY POSITIONS |
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|  |             | of the record of proceedings for the Environmental Impact Report, negative declaration, or mitigated negative declaration.   |                               |   |                  |
| <i>Environmental Quality</i>             | SB 52       | <p><b>Environmental Quality: Jobs &amp; Economic Improvement</b><br/> <b>Author:</b> Steinberg (D)<br/>                     Amends the Environmental Quality Act. Requires that a project result in a specified minimum financial investment that is spent on planning, design, and construction of the project. Requires a lead agency to place the highest priority on feasible measure that will reduce greenhouse gas emissions on the site and in the neighboring communities of the project site. Relates to judicial review of an environmental impact report. Relates to the Judicial Council's reporting requirements.</p>  | Non-urgency, fiscal bill.     | In Senate: Do pass (32-4) to Assembly on 01/31/2012. No Committee assignment yet.<br><b>Pending</b>   |                  |
| <i>CEQA: Judicial Review</i>             | SB 1214     | <p><b>California Environmental Quality Act: Judicial Review</b><br/> <b>Author:</b> Cannella (R)<br/>                     Establishes judicial review procedures for challenging a lead agency action on the ground of noncompliance with the California Environmental Quality Act (CEQA). Requires a judicial proceeding challenging a project, except for a high-speed rail project, located in a distressed county, to be filed with the Court of Appeal with geographic jurisdiction over the project.</p>   | Non-urgency, non-fiscal bill. | Introduced on 02/22/2012. Referred to Committees on Environmental Quality and Judiciary on 03/01/2012. In Committee: Failed passage on 04/16/2012. Reconsideration granted.<br><b>Pending</b>   |                  |
| <i>CEQA</i>                              | SB 1354     | <p><b>California Environmental Quality Act: Project</b><br/> <b>Author:</b> Dutton (R)<br/>                     Makes a technical nonsubstantive change to the California Environmental Quality Act regarding an environmental impact report on a project that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect.</p>   | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. Referred to Committee on Rules on 03/08/2012. No hearing scheduled.<br><b>Pending</b>   |                  |
| <i>CEQA: Bicycle Transportation Plan</i> | SB 1380     | <p><del><b>Environmental Quality: CEQA: Bicycle Transportation Plan</b><br/> <b>Author:</b> Rubio (D)<br/>                     Enacts the State Public Health and Environmental Standards Act. Requires documentation prepared pursuant to the California Environmental Quality Act for a bicycle transportation plan to disclose applicable laws. Prohibits a cause of action from being brought in a judicial proceeding alleging noncompliance with the act related to specified environmental laws.</del></p> <p style="text-align: center;"><b>–AMENDED–</b></p> <p><b>Environmental Quality: CEQA: Bicycle Transportation Plan</b><br/> <b>Author:</b> Rubio (D)<br/>                     Exempts from the California Environmental Quality Act a bicycle transportation plan for an urbanized area. Requires a local agency or person who determines that the plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the Office of Planning and Research.</p> | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. Referred to Committee on Environmental Quality on 03/08/2012. Read second time and amended, referred to Environmental Quality on 04/10/2012. From Environmental Quality: Do pass (6-0) as amended on 04/30/2012. In Senate: Read second time and amended, to Third Reading on 05/03/2012.<br><b>Pending</b> |                  |

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| <i>CEQA:<br/>Litigation</i>                              | SB 1512     | <b>California Environmental Quality Act: Litigation</b><br><b>Author:</b> Cannella (R)<br>Makes technical, nonsubstantive changes to a provision requiring that the California Environmental Quality Act to establish a streamlined judicial review process for projects certified by the Governor as a leadership project.   | Non-urgency,<br>non-fiscal bill. | Introduced on 02/24/2012. To Senate Committee on Rules on 03/22/2012. No hearing scheduled.<br><b>Pending</b>  |                  |
| <b>FINANCE</b>   |             |   |                                  |  |                  |
| <i>Community Development</i>                             | AB 232      | <b>Community Development Block Program: Funds</b><br><b>Authors:</b> V. Manuel Perez (D)<br>Existing law requires the Department of Housing and Community Development to allocate funds under the federal Community Development Block Grant Program to cities and counties. Existing law requires the department to determine, and announce in the applicable Notice of Funding Availability, the maximum amount of grant funds that may be used for economic development projects and programs, housing for persons and families of low or moderate income or for purposes directly related to the provision or improvement of housing opportunities for these persons and families, and for cities and counties that apply on behalf of certain Indian tribes. Existing law requires the department to develop and use certain eligibility criteria and requirements for certain economic development fund applications. This bill would make changes to the eligibility criteria and requirements developed and used by the department. The bill would also make conforming changes. | Non-urgency,<br>fiscal bill.     | Introduced 02/02/2011. Referred to Assembly Committee on Jobs, Economic Development, & the Economy. From Committee: Do pass to Appropriations (6-0) on 01/10/2012. From Appropriations Committee: Do pass (17-0) on 01/19/2012. To Consent Calendar on 01/23/2012. In Assembly: Passed (75-0) to Senate on 01/26/2012. To Senate Committee on Transportation & Housing on 02/16/2012.<br><b>Pending</b>  | Watch            |
| <i>Economic Incentives<br/>Transportation Technology</i> | AB 796      | <b>Capital Access Loan Program: Clean Energy and Jobs</b><br><b>Author:</b> Blumenfield (D)<br>Relates to the Capital Access Loan Program that provides loans for small businesses through financial institutions, and requires the State Pollution Control Financing Authority to create a loss reserve account for each financial institution in order to provide protection against loss that would require matching moneys from institutions. Increases the maximum institution contribution under specified conditions. Relates to matching contributions. Authorizes the Clean Energy Economy and Jobs Incentive Program.   | Non-urgency,<br>fiscal bill.     | Passed Assembly 62-14, to Senate on 06/01/2011. To Senate Committees on Governance & Finance and Environmental Quality. From Governance & Finance: Do pass (9-0) to Environmental Quality on 06/29/2011. From Environmental Quality: Do pass (6-1) to Appropriations on 07/06/2011. In Appropriations: To Suspense File on 08/15/2011. Withdrawn from Appropriations and re-referred to Committee on Rules on 09/06/2011. Read second time and amended; re-referred to Rules on 02/27/2012. Re-referred to Senate Committees on Governance & Finance and Energy, Utilities & Communications on 03/22/2012. No hearing scheduled.<br><b>Pending</b> | N/A              |
| <i>Economic Incentives:<br/>Renewable Technologies</i>   | AB 1302     | <b>Distributed Generation</b><br><b>Author:</b> Williams (D)<br>Requires each large electrical corporation and local publicly owned electrical utility to provide maps and other information identifying and designating zones  | Non-urgency,<br>non-fiscal bill. | From Committee on Utilities & Commerce: Do pass as amended (9-2) to Appropriations on 05/04/2011. Do pass Appropriations Committee, 05/27/2011; Passed Assembly  | N/A              |

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| SUBJECT                                 | BILL NUMBER | BILL SUMMARY  | COMMENTS   | STATUS   | AGENCY POSITIONS                               |
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|   |             | within their service territories that are optimal for deployment of distributed generation to the specified entities. Requires the development of guidelines for those utilities in that process. Requires priority to be given for distributed generation projects proposed to be located within a zone designated pursuant to these provisions.   |  | floor (49-25), 06/02/2011. Referred to Senate. To Senate Committee on Energy, Utilities, & Communications on 06/16/2011. No hearing scheduled.<br><b>Pending - Carryover</b>   |  |
| <i>Economic Incentives: Tax Credits</i> | AB 2656     | <b>California Transportation Financing Authority: Tax Credit Certificates for Exporters &amp; Importers</b><br><b>Author:</b> Calderon (D)<br>This bill would authorize the California Transportation Financing Authority to award tax credit certificates to exporters and importers, as defined, that demonstrate to the satisfaction of the authority that they have increased their cargo tonnage or value through California ports and airports by specified amounts or have created and filled new cargo-moving jobs for California residents or have invested capital into a cargo facility. The bill would authorize \$500 million in tax credit certificates to be awarded by the authority for taxable years beginning on or after January 1, 2013, and before January 1, 2018. | Non-urgency, fiscal bill.                              | Introduced on 02/24/2012. To Assembly Committee on Revenue & Taxation on 03/19/2012. Read second time and amended, re-referred to Revenue & Taxation on 04/11/2012. Hearing scheduled for 04/23/2012 at 1:30 PM.<br><b>Pending</b>   |  |
| <i>Economic Incentives</i>              | SB 77       | <b>Community Development</b><br><b>Author:</b> Budget & Fiscal Review Committee<br>Revises provisions of the Community Development Law relating to actions against redevelopment agencies for certain agency actions. Dissolves all redevelopment and community development agencies. Designates successor agencies. Requires former agency audits. Requires an estimate of property tax funds that would have gone to agency and to deposit that amount in the Redevelopment Property Tax Trust Fund in each county. Allocates funds to counties' public health and safety fund.   | Non-urgency, fiscal bill. Requires 2/3 vote threshold. | Introduced in Senate on 01/10/2011. In Senate, read third time, passed (22-2), and to Assembly on 02/14/2011. In Assembly, read second time, and amended on 03/15/2011. Failed (by one vote) 2/3's requirement on Assembly floor, 53-23, 03/16/2011. In Assembly. Granted reconsideration. To Inactive File on 07/05/2011.<br><b>Pending - Carryover</b> | N/A  |
| <i>Infrastructure Financing</i>         | SB 214      | <b>Infrastructure Financing Districts: Voter Approval</b><br><b>Author:</b> Wolk (D)<br>Revises provisions governing the public facilities that may be financed. Eliminates the requirement of voter approval to issue bonds to finance infrastructure facilities. Authorizes the legislative body to create an infrastructure financing district, adopt a financing plan, and issue the bonds by resolutions. Authorizes a district to finance specified actions and projects. Prohibits the district from providing financial assistance to a vehicle dealer or big box retailer.   | Non-urgency, non-fiscal bill.                          | Passed Senate (24-13) on 05/16/2011. Referred to Assembly Committee on Local Government on 05/23/2011. From Committee: Do pass (5-3) on 06/29/2011. To Assembly Inactive File on 09/09/2011.<br><b>Pending - Carryover</b><br><br><b>Note: To be removed from Inactive File in near future (May/June 2012).</b>  | SCAG Supports<br><br>Metro: "Work With Author" |
| <i>Infrastructure Financing</i>         | SB 475      | <b>Infrastructure Financing</b><br><b>Authors:</b> Wright (D) and Emmerson (R)<br>Authorizes a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue generating infrastructure projects. Requires an agreement to include adequate financial resources to perform the agreement. Permits the agreements to lease or license to, or provide other permitted uses by, the private entity.   | Non-urgency, non-fiscal bill.                          | Passed Senate (26-4) on 05/09/2011. Referred to Assembly Committee on Local Government. In Assembly Committee on Local Government: Not heard on 06/14/2011. In Local Government Committee: Failed passage (2-3) on 06/29/2011. Reconsideration granted.<br><b>Pending - Carryover</b>  | SCAG Supports<br><br>OCTA Supports             |

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| SUBJECT                              | BILL NUMBER | BILL SUMMARY   | COMMENTS  | STATUS  | AGENCY POSITIONS    |
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| <b>GOVERNMENT</b>                    |             |  |   |   |                     |
| <i>State Planning</i>                | AB 441      | <p><b>State Planning</b><br/> <b>Author:</b> Monning (D)<br/>                     Existing law requires certain transportation planning activities by Caltrans and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the CA Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans.</p> | Non-urgency, fiscal bill.                             | In Assembly: Passed (50-23) to Senate on 01/26/2012. To Senate Committee on Transportation & Housing on 02/16/2012.<br><b>Pending</b>   |                     |
| <i>Local Planning: Housing Units</i> | AB 485      | <p><b>Local Planning: Transit Village Development Districts</b><br/> <b>Author:</b> Ma (D)<br/>                     Requires a city or county that uses infrastructure financing district bonds to finance its transit village development district to use at least 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing and rental units. Relates to the procedures for the formation of an infrastructure financing district by the governing body of a fire protection district. Relates to required plan reporting.</p>   | Non-urgency, non-fiscal bill.                         | Passed Assembly (47-29). Referred to Senate Committee on Governance and Finance. From Committee: Do pass (6-3) on 07/06/2011. To Inactive File on 09/07/2011.<br><b>Pending - Carryover</b>             | RC Approved Support |
| <i>Redevelopment</i>                 | AB 1585     | <p><b>Redevelopment</b><br/> <b>Author:</b> Perez, J. (D)<br/>                     Modifies the scope of the term enforceable obligation. Modifies provisions relating to the transfer of housing funds and responsibilities associated with dissolved redevelopment agencies. Provides that any amounts on deposit in the Low and Moderate Income Housing Fund of a dissolved redevelopment agency be transferred to specified entities. Provides that loan agreements entered into between an agency and the city, county, or city and county are deemed to be enforceable obligations.</p>  | Urgency, fiscal bill.<br>Requires 2/3 vote threshold. | In Assembly: Pass to Senate (58-7) on 03/26/2012. Referred to Senate Committees on Governance & Finance and Transportation & Housing on 04/19/2012.<br><b>Pending</b>                                   |                     |
| <i>Redevelopment</i>                 | SB 654      | <p><b>Redevelopment</b><br/> <b>Author:</b> Steinberg (D)<br/>                     Amends existing law related to redevelopment agencies and funds. Revises the definition of the term enforceable obligation. Modifies provisions relating to the transfer of housing funds and responsibilities associated with dissolved redevelopment agencies. Provides that any amounts on deposit in the Low and Moderate Income Housing Fund of a dissolved redevelopment agency be transferred to specified entities. Provides that agreements funding for projects loans are still valid.</p>  | Non-urgency, fiscal bill.                             | In Senate: Do pass (34-1) to Assembly on 01/31/2012. In Assembly. To Assembly Committees on Housing & Community Development and Local Government on 04/16/2012. No hearing scheduled.<br><b>Pending</b> |                     |
| <i>Redevelopment</i>                 | SB 659      | <p><b>Community Redevelopment</b><br/> <b>Author:</b> Padilla (D)<br/>                     Provides that a specified dissolution of redevelopment agencies and community development agencies shall take effect on a specified date.</p>   | Non-urgency, fiscal bill.                             | In Senate: Do pass (39-0) to Assembly on 05/23/2011. From Assembly Committee on Local Government with author's amendments on 01/13/2012. Withdrawn  |                     |

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| SUBJECT                      | BILL NUMBER | BILL SUMMARY   | COMMENTS   | STATUS  | AGENCY POSITIONS  |
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|                              |             |  |  |   | from Committee on Local Government. Re-referred to Rules on 01/19/2012.<br><b>Pending</b> |
| <i>Redevelopment</i>         | SB 986      | <b>Redevelopment: Bond Proceeds</b><br><b>Author:</b> Dutton (R)<br>Requires that unencumbered balances of funds that are derived from tax exempt bond proceeds be used in accordance with the requirements of this legislation. Requires that the proceeds of bonds issued by a former redevelopment agency must be used by the successor agency for the purposes for which the bonds were sold pursuant to an enforceable obligation that was entered into either by the former agency or its successor agency. Provides for the disposition of bonds proceeds not subject enforceable obligation.                           | Urgency, fiscal bill.<br>Requires 2/3s vote threshold. | Introduced on 01/31/2012. To Senate Committee on Governance & Finance on 02/16/2012. In Committee: Not heard on 03/21/2012. From Governance & Finance: Do pass (8-0) as amended to Appropriations on 04/18/2012. In Senate: read second time and amended, re-referred to Appropriations on 04/24/2012. In Appropriations: To Suspense File on 05/07/2012.<br><b>Pending</b>   |   |
| <i>Redevelopment Cleanup</i> | SB 1151     | <b>Long Range Asset Management Plan</b><br><b>Author:</b> Steinberg (D)<br>Relates to dissolved redevelopment agencies, community development agencies and the designation of successor agencies. Establishes a Sustainable Economic Development and Housing Trust Fund to serve as a repository of the unencumbered balances and assets of the former redevelopment agency. Requires an authority to prepare a long range asset management plan that governs the disposition and ongoing use of the fund. Requires an authority to submit the plan to the Department of Finance.  | Non-urgency, fiscal bill.                              | Introduced on 02/21/2012. To Senate Committee on Governance & Finance on 03/01/2012. From Governance & Finance: Do pass (6-3) to Rules on 04/18/2012. Re-referred to Transportation & Housing on 04/19/2012. From Transportation & Housing: Do pass (5-3) to Appropriations on 04/24/2012. No hearing scheduled.<br><b>Pending</b>  |   |
| <i>Redevelopment Cleanup</i> | SB 1156     | <b>Community Development &amp; Housing Joint Powers Authority</b><br><b>Author:</b> Steinberg (D)<br>Authorizes the formation of a Community Development and Housing Joint Powers Authority after a specified date to carry out the provisions of the Community Redevelopment Law. Authorizes the authority to adopt a redevelopment plan for a project area including plans for tax increment financing provided specified mitigation and land use plans have been adopted. Retains the Low and Moderate Income Housing Fund. Authorizes the authority to enter into agreements to facilitate career and technical education. | Non-urgency, fiscal bill.                              | Introduced on 02/22/2012. To Senate Committees on Transportation & Housing and Governance & Finance on 03/01/2012. Withdrawn, re-referred to same Committees on 03/28/2012. From Governance & Finance: Do pass (6-3) to Transportation & Housing on 04/18/2012. From Transportation & Housing: Do pass (5-3) as amended to Committee on Appropriations on 04/24/2012. In Senate: Read second time and amended, re-referred to Appropriations on 04/30/2012. Hearing scheduled for May 14, 2012 at 11:00 AM.<br><b>Pending</b> |   |
| <b>RETIREMENT</b>            |             |  |  |   |   |
| <i>Pension</i>               | AB 340      | <b>Public Employees' Retirement</b><br><b>Author:</b> Furutani (D)<br>Relates to the State Teachers' Retirement System, the Public Employees'  | Non-urgency, non-fiscal bill.                          | In Senate: Passed (25-15) to Assembly. To Assembly for Concurrence. In Assembly: Failed (4-75) to concur in Senate  | N/A   |

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| SUBJECT                             | BILL NUMBER | BILL SUMMARY  | COMMENTS  | STATUS  | AGENCY POSITIONS |
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|                                     |             | Retirement System, the Judges' Retirement System, and the Judges Retirement System II. Declares the intent of the Legislature to convene a conference committee to craft responsible, comprehensive legislation to reform state and local pension systems in a manner that reflects both the legitimate needs of public employees and the fiscal circumstances of state and local governments.  |   | Amendments.<br><b>Pending - Carryover</b>   |                  |
| <i>Pension</i>                      | AB 344      | <b>Public Employees' Retirement</b><br><b>Author:</b> Furutani (D)<br>Deletes the authorization for the Public Employees' Retirement Board to adopt regulations permitting exemptions to the average increase in final compensation for members, including school members, who are not in a group or class. Repeals an existing law that provides that a person may serve without reinstatement under an appointment that exceeds a specified number of hours in any fiscal year, if the governing body of the contracting agency requests approval from the Board.   | Non-urgency, fiscal bill.                             | In Assembly: Passed (75-0) to Senate on 05/26/2011. In Senate: To Inactive File on 09/09/2011.<br><b>Pending - Carryover</b>  | N/A              |
| <i>Public Employees: Retirement</i> | AB 1184     | <b>Public Employees' Retirement Benefits</b><br><b>Author:</b> Huffman (D)<br>Amends the Planning and Zoning Law relating to a city's or county's housing element obligation regarding affordable housing, and the specified criteria that must be met for a unit to qualify. Adds to the list in existing law the additional criterion of being located on foreclosed property and converted with committed assistance from the city or county from non-affordable to very low and low-income households to affordable to those households.  | Non-urgency, fiscal bill.                             | In Assembly: Do pass (54-23) to Senate on 06/01/2011. In Senate: Do pass (37-0) on 08/30/2011. In Assembly: To Inactive File on 09/09/2011.<br><b>Pending - Carryover</b>   |                  |
| <i>Public Employees: Retirement</i> | AB 1320     | <b>Public Employees' Retirement</b><br><b>Authors:</b> Allen (D) and Ma (D) and Furutani (D)<br>Establishes for each employer an Employer Rate Stabilization Account and related fund to stabilize employer retirement contributions. Requires the investment of the fund assets be established by the PERS Board of Administration. Requires contributions to the account and authorizes draws on the account under certain conditions. Establishes in each county or district's retirement fund a Rate Stabilization Account, and also requires contributions to the account and authorizes draws on the account. | Non-urgency, fiscal bill.                             | In Assembly: Do pass (51-26) to Senate on 06/02/2011. In Senate: Do pass (22-14) on 09/07/2011 for Concurrence. In Assembly: To Inactive File on 09/09/2011.<br><b>Pending - Carryover</b>  |                  |
| <i>Public Employees: Retirement</i> | AB 2224     | <b>Public Employees' Retirement</b><br><b>Author:</b> Smyth (R)<br>Prohibits a public retirement system from allowing the purchase of additional retirement service credit. Prohibits any member who does not have at least 5 years of service credit before the operative date of this bill, or any person hired on or after that date, from purchasing additional retirement service credit. Requires a public employer to offer to its employees first hired on a specified date a hybrid pension plan or alternative pension plan option. Prohibits public employment without reinstatement.                    | Urgency, fiscal bill.<br>Requires 2/3 vote threshold. | Introduced on 02/24/2012. To Assembly Committee on Public Employees, Retirement & Social Security on 03/29/2012. To Interim Study on 04/26/2012.<br><b>Pending</b><br><br><b>Note: The text of this bill is identical to SB 1176 (Huff-R)</b> |                  |
| <i>Public Employees: Retirement</i> | ACA 22      | <b>Public Employees' Retirement</b><br><b>Author:</b> Smyth (R)<br>Proposes an amendment to the Constitution to require each public retirement  | Non-urgency, fiscal bill.<br>Requires 2/3             | Introduced on 02/22/2012.<br><b>Pending</b>   |                  |

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| SUBJECT                             | BILL NUMBER | BILL SUMMARY   | COMMENTS  | STATUS   | AGENCY POSITIONS |
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|                                     |             | system to provide one or more hybrid pension plans meeting specified requirements. Establishes other limitations on retirement benefits of public employees. Requires benefit forfeiture for a felony conviction for crimes arising out of an employee's official duties. Relates to collective bargaining contract requirements. Relates to the composition of a retirement system board.   | vote threshold.   |  |                  |
| <i>Public Employees: Retirement</i> | SB 27       | <p><b>Public Employees' Retirement</b><br/> <b>Author:</b> Simitian (D)</p> <p>Amends the State Teachers' Retirement Law. Relates to the Defined Benefit Supplement Program and creditable compensation. Relates to the receipt of lump-sum payments. Relates to substitute employees' post-retirement compensation. Authorizes penalties for late or improper adjustments to on Cash Balance Benefit Program contributions. Requires Public Employees' Retirement System participating employers notify Board of Administration of payrate changes.</p>   | Non-urgency, fiscal bill.                                 | In Senate: Do pass (39-0) to Assembly on 06/01/2011. In Assembly Appropriations: Not heard on 08/25/2011.<br><b>Pending - Carryover</b>  |                  |
| <i>Public Employees: Retirement</i> | SB 1176     | <p><b>Public Employees' Retirement</b><br/> <b>Author:</b> Huff (R)</p> <p>Prohibits a public retirement system from allowing the purchase of additional retirement service credit. Prohibits any member who does not have at least 5 years of service credit before the operative date of this bill, or any person hired on or after that date, from purchasing additional retirement service credit. Requires a public employer to offer to its employees first hired on a specified date a hybrid pension plan or alternative pension plan option. Prohibits public employment without reinstatement.</p> | Urgency, fiscal bill.<br>Requires 2/3 vote threshold.     | Introduced on 02/22/2012. Referred to Committee on Public Employment & Retirement on 03/01/2012.<br><b>Pending</b><br><br><b>Note: The text of this bill is identical to AB 2224 (Smyth-R)</b>   |                  |
| <i>Public Employees: Retirement</i> | SCA 18      | <p><b>Public Employees' Retirement</b><br/> <b>Author:</b> Huff (R)</p> <p>Proposes an amendment to the Constitution to require each public retirement system to provide one or more hybrid pension plans meeting specified requirements. Establishes other limitations on retirement benefits of public employees. Requires benefit forfeiture for a felony conviction for crimes arising out of an employee's official duties. Relates to collective bargaining contract requirements. Relates to the composition of a retirement system board.</p>  | Non-urgency, fiscal bill.<br>Requires 2/3 vote threshold. | Introduced on 02/22/2012. Referred to Committees on Public Employment & Retirement and Elections & Constitutional Amendments on 03/01/2012. No hearing scheduled.<br><b>Pending</b>  |                  |
| <b>TRANSPORTATION</b>               |             |  |   |  |                  |
| <i>High-Speed Rail</i>              | AB 16       | <p><b>High-Speed Rail Authority</b><br/> <b>Author:</b> Perea (D)</p> <p>Amends existing law that creates the High-Speed Rail Authority. Requires the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p>   | Non-urgency, fiscal bill.                                 | Passed Assembly (57-19) on 06/02/2011. Referred to Senate Committee on Transportation & Housing on 06/16/2011. From Transportation & Housing: Do pass (7-2) to Appropriations on 06/28/2011. To Inactive File on 09/09/2011.<br><b>Pending - Carryover</b> | N/A              |
| <i>Transportation Agencies</i>      | AB 57       | <p><b>Metropolitan Transportation Commission</b><br/> <b>Author:</b> Beall (D)</p> <p>Requires the Metropolitan Transportation Commission to consist of a specified</p>  | Non-urgency, fiscal bill.                                 | Passed Assembly (71-5) on 5/26/11. Referred to Senate Transportation & Housing Committee. Not heard on   | N/A              |

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|--|-------------|---|------------------------------|--|--|
|  |             | number of members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. Specified the term end date for those members. Prohibits more than 3 members from being residents of the same county. Requires the member from the San Francisco Bay Conservation and Development Commission to be a member of the commission, a resident of San Francisco.  |                              | 07/05/2011. Read second time, re-referred to Transportation & Housing on 03/05/2012. No hearing scheduled.<br><b>Pending - Carryover</b>   |  |
| <i>High-Speed Rail</i>                   | AB 145      | <b>High-Speed Rail</b><br><b>Author:</b> Galgiani (D); co-author Bonnie Lowenthal (D)<br>Repeals all of the State High-Speed Train Act and enacts a new act. Continues the High-Speed Rail Authority with limited responsibilities within the Business, Transportation, and Housing Agency. Requires specified personnel matters. Requires the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, and select alignments for the routes of the trains system, award franchises, and provide for fares.       | Non-urgency, fiscal bill.    | Passed Assembly (57-18) on 06/03/2011. Referred to Senate. To Senate Committee on Transportation & Housing on 06/16/2011. From Transportation & Housing: Do pass (5-3) to Senate Appropriations on 07/05/2011. In Appropriations: To Suspense File on 08/15/2011. Held in Committee on 08/25/2011.<br><b>Pending - Carryover</b> | N/A<br><br>Metro: "Work With Author"             |
| <i>Transportation Financing Criteria</i> | AB 845      | <b>Transportation: Bond Funds</b><br><b>Author:</b> Ma (D)<br>Requires the guidelines adopted by the Transportation Commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the 2007 Data Tables in the National Transit Database of the Federal Transit Administration. Requires the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds for bond fund allocation purposes.                                | Non-urgency, fiscal bill.    | Passed Assembly floor (75-0), 06/02/2011. Referred to Senate Committee on Transportation & Housing on 06/16/2011. From Committee: Do pass (5-3) to Appropriations on 07/05/2011. To Inactive File on 08/22/2011.<br><b>Pending - Carryover</b>   | Metro Supports                                   |
| <i>Transportation Funding/ Subsidies</i> | AB 1229     | <b>Transportation: Finance: Federal Highway Grant Notes</b><br><b>Author:</b> Feuer (D)<br>Provides that the term eligible transportation project in existing law may include projects programmed by a regional transportation planning agency using specified federal funds. Authorizes a minimum percentage of bonding capacity of GARVEE bonds from being made available for these projects. Requires such agency to commit to repaying the state for debt service if that agency's share of federal regional surface transportation program funds or federal congestion mitigation and air quality funds is insufficient. | Non-urgency, fiscal bill.    | Passed Assembly (77-0) on 06/02/2011. To Senate. Referred to Senate. To Senate Committee on Transportation & Housing on 06/16/2011. From Committee: Do pass (9-0) to Appropriations on 07/05/2011. In Appropriations: To Suspense File on 08/15/2011. Held in Committee on 08/25/2011.<br><b>Pending - Carryover</b>             | SCAG Supports<br><br>Metro Supports              |
| <i>Transportation Funding</i>            | AB 1308     | <b>Highway Users Tax Account</b><br><b>Author:</b> Miller (R) and Huff (R), Galgiani (D), Portantino (D)<br>Provides that in any year in which the Budget Act has not been enacted by a certain date, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted.   | Non-urgency, non-fiscal bill | From Committee on Transportation: Do pass (12-0) to Appropriations on 04/11/2011. Held in Assembly Appropriations Committee.<br><b>FAILED</b>  | SCAG Supports<br>Metro Supports<br>OCTA Supports |
| <i>Metro</i>                             | AB 1446     | <b>Los Angeles County Metropolitan Transportation</b><br><b>Author:</b> Feuer (D)<br>Authorizes the Los Angeles County Metropolitan Transportation Authority  | Non-urgency, fiscal bill.    | Introduced on 01/04/2012. To Assembly Committees on Local Government and Transportation on 01/26/2012. From Local  |  |

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|                                   |             | (MTA) to impose the transactions and use tax without a limitation as to its duration, subject to voter approval. Requires the MTA to secure bonded indebtedness payable from the proceeds of the tax imposed. Requires that the proceeds from those bonds be used to accelerate the completion of specified projects and programs. Requires the MTA to amend the plan in a specified manner.  |                               | Government: Do pass (7-1) to Transportation on 04/11/2012. From Transportation: Do pass (11-1) to Appropriations on 04/23/2012. In Assembly: read second time and amended, re-referred to Appropriations on 05/01/2012. No hearing scheduled.<br><b>Pending</b>  |                  |
| <i>High-Speed Rail</i>            | AB 1455     | <b>High-Speed Rail</b><br><b>Author:</b> Harkey (R)<br>Reduces the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013.  | Non-urgency, fiscal bill.     | Introduced 01/09/2012. To Committee on Transportation on 01/19/2012. In Assembly, read second time and amended. Re-referred to Transportation on 02/09/2012. In Committee: hearing canceled at the request of the author on 04/16/2012. <u>In Committee: Failed passage (4-9) on 04/23/2012.</u><br><b>Pending</b>   |                  |
| <i>Metro Gold Line Extension</i>  | AB 1600     | <b>Metro Gold Line Foothill Extension Construction</b><br><b>Author:</b> Torres (D)<br>Provides for the extension of the Metro Gold Line Foothill Extension project to the City of Montclair, instead of the City of Claremont. Authorizes the acceptance of grants, fees, and allocations from federal agencies, and transfers of funds from those agencies. Requires the local authority to assume responsibility for operating all completed phases of the project. Grants authority to operate the portion of the project located in San Bernardino county. Specifies contracting requirements. | Non-urgency, fiscal bill.     | Introduced 02/06/2012. To Assembly Committees on Local Government and Transportation on 02/17/2012. From Local Government: Do pass (9-0) to Transportation Committee on 03/21/2012. From Transportation: Do pass (14-0) to Appropriations on 04/09/2012. From Appropriations: Do pass (17-0) to Consent Calendar on 04/18/2012. To Inactive File on 04/23/2012. From Inactive File to Third Reading on 05/01/2012.<br><b>Pending</b> |                  |
| <i>Local Transportation Funds</i> | AB 1778     | <b>Local Transportation Funds</b><br><b>Author:</b> Williams (D)<br>Provides that local transportation funds in Ventura County would be available solely for transit purposes beginning on a July 1, 2014. Provides that any of the funds that remain unencumbered for more than one year, or unexpended for more than 2 years, be returned to the Ventura County Transportation Commission for reapportionment to other transit operators or transit service in proportional amounts based on population, contingent upon specified criteria.  | Non-urgency, fiscal bill.     | Introduced on 02/21/2012. To Committee on Transportation on 03/01/2012. In Committee: Not heard on 04/09/2012. Read second time and amended, re-referred to Transportation with author's amendments on 04/17/2012. From Transportation: Do pass (9-3) as amended on 04/23/2012. To Second Reading on 05/01/2012. To Third Reading on 05/02/2012.<br><b>Pending</b>   | VCTC Opposes     |
| <i>HOT Lane Exemption</i>         | AB 2405     | <b>Vehicles: High-Occupancy Toll Lanes</b><br><b>Author:</b> Blumenfield (D)<br>Creates the Choose Clean Cars Act of 2012. Exempts all of the low emission and  | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. To Assembly Committee on Transportation on 03/15/2012. Read second time and  |                  |

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|-----------------------------------|-------------|---|-------------------------------|--|----------------------------|
|                                   |             | hybrid vehicles eligible to use HOV lanes, including vehicles that meet the enhanced AT PZEV standards from toll changes imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law. Provides exceptions. Excludes a toll imposed for passage on a toll road, toll highway, or toll bridge from this exemption.   |                               | amended, re-referred to Transportation on 04/10/2012. From Transportation: Do pass (9-3). In Assembly: Read third time and amended, to third reading on 04/23/2012. In Assembly: Pass (49-25) to Senate on 04/26/2012. Referred to Committee on Transportation & Housing on 05/03/2012.<br><b>Pending</b>  |                            |
| <i>LACMTA (Metro) Contracting</i> | AB 2440     | <b>L.A. County Transportation Authority: Contracting</b><br><b>Author:</b> Lowenthal, B. (D)<br>Relates to the Los Angeles County Metropolitan Transportation Authority contracts for supplies, equipment, or materials with the purchase price exceeding a specified amount to be let to the lowest responsible bidder, or best value proposer. Requires a contract for construction of facilities to be let to the lowest responsible bidder if the purchase price exceeds a specified amount. Increases these amounts.   | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. To Assembly Committees on Local Government & Transportation on 03/15/2012. Read second time and amended, re-referred to Local Government on 04/12/2012. From Local Government: Do pass (7-1) to Transportation on 04/18/2012. From Transportation: Do pass (11-0) as amended. To Second Reading on 05/01/2012. To Third Reading on 05/02/2012.<br><b>Pending</b> |                            |
| <i>Triple Bike Racks</i>          | AB 2488     | <b>Vehicle Length Limitation</b><br><b>Author:</b> Williams (D)<br>Authorizes Gold Coast Transit to install folding devices attached to the front of its buses that are designed and used for transporting bicycles if the use meets certain requirements, including certain size requirements. Requires the Gold Coast Transit, prior to installing a folding device on a bus that is a specified length, to establish a specified route review committee to determine which proposed routes are suitable for the safe operation of a specified bus with a front-mounted bicycle rack. | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. To Assembly Committee on Transportation on 03/29/2012. Read second time and amended, re-referred to Transportation on 04/12/2012. From Transportation: Do pass (13-0) on 04/23/2012. In Assembly: Do pass (73-0) to Senate on 04/30/2012.<br><b>Pending</b>  |                            |
| <i>Caltrans Construction</i>      | AB 2498     | <b>Transportation Department: Manager/General Contractor</b><br><b>Author:</b> Gordon (D)<br>Authorizes the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method for projects for the construction of a highway, bridge, or tunnel.  | Non-urgency, fiscal bill.     | Introduced on 02/24/2012. To Assembly Committee on Transportation on 03/15/2012. From Transportation: Do pass (11-2) to Appropriations on 04/23/2012. In Assembly: read second time and amended, re-referred to Appropriations on 05/01/2012. No hearing scheduled.<br><b>Pending</b>  |                            |
| <i>Transportation: Airports</i>   | SB 446      | <b>Ontario International Airport</b><br><b>Authors:</b> Dutton (R), Negrete McLeod (D), Carter (D), Jeffries (R), Nestande (R)<br>Establishes the Ontario International Airport Authority as a local entity of regional government. Authorizes the authority to enter into an agreement with the City of Los Angeles to facilitate the sale of or transfer of management and operational control of the Ontario International Airport to the authority. Requires the authority and specified entities to cooperate to develop a   | Non-urgency, non-fiscal bill. | Passed Senate on (33-1) on 05/31/2011. Referred to Assembly. To Assembly Committee on Local Government. No hearing scheduled.<br><b>Pending - Carryover</b>  | N/A<br><br>SANBAG Supports |

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| SUBJECT                                      | BILL NUMBER | BILL SUMMARY   | COMMENTS  | STATUS   | AGENCY POSITIONS  |
|--|-------------|--|---|--|---|
|  |             | transition plan to facilitate the sale of or transfer of operational control of the airport and surface transportation access.   |   |  |   |
| <i>High-Speed Rail</i>                       | SB 517      | <p><b>High-Speed Rail Authority</b><br/> <b>Authors:</b> Lowenthal A. (D) and DeSaulnier (D)<br/>                     Places the High-Speed Rail Authority within the Business, Transportation, and Housing Agency. Requires the Secretary to propose an annual budget for the authority. Requires the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. Vacates the membership of the authority. Provides for the appointment or reappointment of members on a specified date. Provides that the executive director is subject to appointment with the advice and consent of the Senate.</p>  | Non-urgency, fiscal bill.                           | Passed Senate (26-12) on 06/01/2011. Referred to Assembly. Referred to Assembly Committee on Transportation on 06/09/2011. From Committee: Do pass (9-3) to Appropriations on 06/27/2011. Re-referred to Rules on 07/01/2011. Re-referred to Appropriations on 07/14/2011. In Appropriations: To Suspense File on 08/17/2011. Held in Committee on 08/25/2011.<br><b>Pending - Carryover</b> | N/A<br><br>Metro: "Work With Author"  |
| <i>Transportation Bonds: High-Speed Rail</i> | SB 985      | <p><b>Transportation Bonds</b><br/> <b>Author:</b> LaMalfa (R)<br/>                     Provides that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century. Authorizes redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, to retiring debt incurred from the issuance and sale of those outstanding bonds.</p>  | Urgency, fiscal bill. Requires 2/3s vote threshold. | Introduced on 01/30/2012. Referred to Senate Committees on Transportation & Housing and Governance & Finance on 02/16/2012. Heard on 04/17/2012. Remains in Committee. No hearing scheduled.<br><b>Pending</b>   |   |
| <i>Intercity Rail</i>                        | SB 1225     | <p><b>Intercity Rail Agreements</b><br/> <b>Author:</b> Padilla (D)<br/>                     This bill would authorize the department, with the approval of the secretary, to enter into an additional interagency transfer agreement with respect to the LOSSAN Corridor, defined to mean the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo, if the LOSSAN Agency, an existing joint powers agency, is reconstituted through an amended joint powers agreement approved by the governing boards of its members to enable that agency to enter into an interagency transfer agreement with the secretary relative to the LOSSAN Corridor. This bill would require an interagency transfer agreement for the LOSSAN Corridor to cover the initial 5-year period after the transfer. The bill would require the secretary, if an agreement is not entered into by June 30, 2014, to report to the Governor and the Legislature by July 31, 2014, as specified.</p> | Non-urgency, fiscal bill.                           | Introduced on 02/23/2012. Referred to Committee on Transportation & Housing on 03/08/2012. Read second time and amended, re-referred to Transportation & Housing on 04/09/2012. From Transportation & Housing: Do pass (9-0) to Appropriations. In Senate: read second time and amended, re-referred to Appropriations on 05/01/2012. No hearing scheduled.<br><b>Pending</b>                | LOSSAN Supports<br><br>Metro Supports<br><br>OCTA Supports<br><br>VCTC Supports |
| <i>Transportation Project Delivery</i>       | SB 1549     | <p><b>Transportation Project: Construction Manager/Contractor</b><br/> <b>Author:</b> Vargas (D)<br/>                     Allows the San Diego Association of Governments to utilize alternative project delivery methods for public transit projects within its jurisdiction. Requires the association to pay fees related to prevailing wage monitoring and enforcement into the Public Works Enforcement Fund. Requires a project progress report to be submitted upon completion of the project by the association to its governing board. Requires the report to be available on the association's website.</p>   | Non-urgency, fiscal bill.                           | Introduced on 02/24/2012. To Senate Committee on Transportation & Housing on 03/22/2012. In Committee: Do pass (9-0) as amended to Transportation & Housing on 04/17/2012. In Senate: read second time and amended, re-referred to Appropriations on 04/30/2012. No hearing scheduled.<br><b>Pending</b>   |   |

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| SUBJECT                       | BILL NUMBER | BILL SUMMARY   | COMMENTS   | STATUS  | AGENCY POSITIONS |
|-------------------------------|-------------|--|--|---|------------------|
| <i>Transportation Funding</i> | ACA 23      | <b>Local Government Transportation Projects: Special Taxes: Voter Approval</b><br><b>Author:</b> Perea (D)<br>Provides that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of a specified percent of its voters voting on the proposition. | Non-urgency, non-fiscal bill.<br>Requires 2/3s vote threshold. | Introduced on 02/23/2012. No hearing scheduled.<br><b>Pending</b> |                  |