

MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Transportation
Keith Millhouse, Ventura County
Transportation Commission

Tuesday, August 21, 2012

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

SCAG Offices

818 West 7th Street, 12th Floor

Policy Committee Room B

Los Angeles, CA 90017

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Videoconference Available

San Bernardino SCAG Office

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San Bernardino, CA 92418

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1405 N. Imperial Avenue, Suite 1

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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

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

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Legislative/Communications and Membership Committee

August 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

Wapner, Alan

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

SANBAG

Teleconference Locations

Hon. Leslie Daigle
1111 Bayside Drive
Suite 222
Corona del Mar, CA 92625

Hon. Margaret Finlay
2221 Rim Road
Duarte, CA 91008

Hon. Michele Martinez
300 W. 3rd Street
Santa Ana, CA 92701

Hon. Shawn Nelson
333 West Santa Ana Blvd
Santa Ana, CA 92701

Hon. Alan Wapner
Ontario City Hall
303 E B Street
Ontario, CA 91764

Hon. Cheryl Viegas-Walker
Rabobank, N.A.
916 Highland Pointe Drive, Suite 350
Roseville, California 95678

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA AUGUST 21, 2012

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. Larry McCallon, 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 June 19, 2012 Meeting **Attachment 1**

ACTION ITEMS

2. Support of Cap & Trade Coalition Principles **Attachment 6**
(Sharon, Chief Deputy Executive Director)

3. SCAG Memberships & Sponsorships: **Attachment 14**
(Sylvia Patsouras, Director)

Memberships

- 1) California Association of Council of Governments (\$26,647);
- 2) Coalition for America's Gateways and Trade Corridors (\$6,500);
- 3) The Southern California Leadership Council and the Center of Economic Development (\$20,000);
- 4) National Association of Regional Councils (\$31,250);
- 5) Town Hall (\$2,500)
- 6) American Public Transportation Association (\$5,442);
- 7) Mobility 21(\$25,000).

Sponsorships

- 8) UCLA Lewis Center and Institute of Transportation Studies Transportation Land-Use Environment Connection Symposium, October 28-30, 2012 (\$10,000);
- 9) 2012 Coro Southern California's Executive Fellows Program (\$5,000);
- 10) SFVCOG Valley Mobility Summit, October 22, 2012 (\$1,000);
- 11) California ARB Haagen-Smit Symposium on a Sustainable Freight System for California, October 29-31, 2012 (\$10,000)

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA AUGUST 21, 2012

ACTION ITEMS CONT.

- 12) Exporting Conference, October 18, 2012 (\$1,000);
- 13) SCLN Southern California Visionaries 2012 Awards Luncheon, December 4, 2012 (\$2,500);
- 14) The South Coast Air Quality Management District (AQMD) – 24th Annual Clean Air Awards, October 12, 2012 (\$400);
- 15) Los Angeles Sustainability Collaborative, October 14, 2012 (\$500).

INFORMATION/DISCUSSION ITEMS

- 4. AB 1744 (Lowenthal) – Temporary Employee Documentation **Attachment 20**
(Sharon Neely, Chief Deputy Executive Director)
- 5. AB 542 (Allen) – Land Use: Housing Element: Regional Housing Need **Attachment 23**
(Sharon Neely, Chief Deputy Executive Director)
- 6. AB 939 (Perez): Salton Sea Restoration **Attachment 26**
(Sharon Neely, Chief Deputy Executive Director)
- 7. Summary of Statewide Ballot Measures for November 6, 2012 General Election **Attachment 29**
(Sharon Neely, Chief Deputy Executive Director)
- 8. Federal & State Legislative Update **Attachment 36**
(Sharon Neely, Chief Deputy Executive Director)
- 9. Strategy, Policy & Public Affairs **Oral Update**
(Sylvia Patsaouras, Director)
- 10. LCMC Meeting Time Change **Oral Update**
(LCMC Committee)

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, September 18, 2012 at the SCAG Los Angeles office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**June 19, 2012
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 June 19, 2012 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Bruce Barrows, District 23
Hon. Glen Becerra, District 46 **(Teleconference)**
Hon. Stan Carroll, District 31 **(Teleconference)**
Hon. Margaret Clark, District 32
Hon. Leslie Daigle, District 15 **(Teleconference)**
Hon. Gene Daniels, District 24
Hon. Larry McCallon, District 7
Hon. Judy Mitchell, District 40 **(Teleconference)**
Hon. Shawn Nelson, District 4 **(Teleconference)**
Hon. Greg Pettis, District 2 **(Videoconference)**
Hon. Cheryl Viegas-Walker, District 1 **(Videoconference)**
Hon. Alan Wapner, SANBAG **(Teleconference)**

CALL TO ORDER

The meeting was called to order by Councilmember Larry McCallon at 8:30 a.m. There was a quorum.

PUBLIC COMMENT PERIOD

There were no public comments.

CONSENT CALENDAR

1. Minutes of May 15, 2012 Meeting

A motion was made (Barrows) to approve the Consent Calendar. The motion was SECONDED (Nelson) and APPROVED by roll call vote. (1 Abstention: Daniels)

ACTION ITEMS

2. SB 1117 (DeSaulnier): Statewide Passenger Rail Transportation Plan

Sharon Neely, Chief Deputy Executive Director, introduced SB 1117 as a bill that would require the California Transportation Commission (CTC) to prepare and adopt a statewide passenger rail transportation plan that includes goals for an integrated rail passenger system. Executive Director, Hasan Ikhata, stressed the importance of having the State of California as a funding partner and creating a state plan beneficial to the future of transit planning. Currently, there is no opposition for the passage of SB 1117, and since the bill is consistent with the goals of SCAG's 2012-2035 Regional Transportation Plan/Sustainable Community Strategy Plan (RTP/SCS), staff recommends support for this legislation.

A motion was made (Pettis) to recommend approval of SB 1117 (DeSaulnier): Statewide Passenger Rail Transportation Plan. Motion was SECONDED (McCallon) and approved by roll call vote. (1 Abstention: Daigle)

3. ACA 23 (Perea): Local government transportation projects: special taxes: voter approval

Sharon Neely, Chief Deputy Executive Director, briefed the Committee on ACA 23 stating that this bill would lower the constitutional vote requirement—from two-thirds to a 55 percent majority—for approval of a special tax to provide funding for local transportation projects. Ms. Neely noted that this bill is consistent with prior legislative sessions where the Regional Council has taken a position to provide flexibility to local municipalities for financing at the local level.

The Committee discussed the implications of this legislation. Hasan Ikhata, Executive Director, clarified that the bill would benefit the RTP/SCS plan that was adopted by the Regional Council. One of the biggest issues the transportation plan faces is the absence of a sustainable and predictable funding source. The need to preserve the regional transportation system in a safe system of good repair is a high priority goal. ACA 23 will grant local flexibility if approved by the voters for financial opportunities for the long term.

A motion was made (Clark) to take no position on ACA 23 (Perea): Local government transportation projects: special taxes: voter approval. Motion was SECONDED (Nelson) and the motion did not pass.

A second motion was made (Wapner) to recommend approval of ACA 23 (Perea). Motion was SECONDED (Viegas-Walker) and approved by roll call vote: (No votes: Clark, Daigle, Nelson)

Legislative/Communications & Membership Committee Minutes

ADDITIONAL ITEM

SCAG Sponsorship of Annual Event – Coalition for Clean Air’s 2012 California Air Quality Awards, June 21, 2012 (\$1,000).

A motion was made (Pettis) to include the Clean Air Coalition sponsorship request of \$1,000 on the agenda. Motion was SECONDED (Barrows) and unanimously APPROVED by roll call vote.

Sharon Neely, Chief Deputy Executive Director, introduced the Coalition for Clean Air sponsorship as an opportunity to recognize the efforts of Regional Councilmember Los Angeles Mayor Antonio Villaraigosa and the Port of Los Angeles’ Clean Trucks Program for their promotion of zero emission vehicles, and their leadership of alternative fuel technologies in the Southern California region.

The Committee discussed the scope of SCAG’s general sponsorship process, and considered options for approving and questioning the approval of the Clean Air Coalition request. Weighing the significance of both, the Committee discussed and came to a decision.

A motion was made (Wapner) to recommend approval of up to \$1,000 for the Coalition for Clean Air’s 2012 California Air Quality Awards Dinner. Motion was SECONDED (Carroll) and approved by roll call vote. (No votes: Daigle, Daniels, Viegas-Walker).

INFORMATION/DISCUSSION ITEMS

4. Legislative/Communications & Membership Committee (LCMC) Meeting Time Change

Chairman Larry McCallon stated that over the course of time the Legislative/Communications & Membership Committee has begun the process of elevating its status to a Policy Committee. The Chairman proposed to eliminate teleconferencing capabilities in order to run efficient meetings and generate more in-person participation. The Chairman also noted that the current SCAG Policy Committees do not permit teleconferencing. The Committee discussed the pros and cons of whether the Chairman’s proposal may be too limiting for participation. Hasan Ikhrata, Executive Director, noted that the Bylaws Committee would be considering in the future the role of LCMC. Therefore, the vote would allow teleconferencing for LCMC meetings only in the near future. At that time, the issue of teleconferencing would have to be revisited.

A motion was made (Carroll) to allow the teleconferencing option for future meetings. Motion was SECONDED (Clark) and approved by roll call vote (No votes: McCallon, Mitchell, Pettis, Viegas-Walker, Wapner)

5. 2012 Ballot Initiative Update

Jeff Dunn, Senior Legislative Analyst reported that there was no new information regarding the 2012 ballot initiative, but noted staff will keep the Committee apprised.

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6. Cap & Trade Legislation Update

Sharon Neely, Chief Deputy Executive Director, reported that the California Air Resources Board (ARB) was working on how the enacted legislation cap-and-trade program revenues will be distributed. This law will generate significant revenues. A Coalition has been formed to ensure that a portion of the revenues would be dedicated for transportation purposes. She reported on a CALCOG Executive Director's meeting in Sacramento that Erica Martinez from the Speaker's office attended and presented their bill regarding the cap-and-trade program and indicated the legislature suggested 40% of the cap-and-trade revenue be directed towards transportation funding and 10% towards sustainable efforts. Both the Metropolitan Transportation Commission (MTC) and San Diego Association of Governments (SANDAG) have adopted support principles and are included in the staff report. Ms. Neely invited the Committee to provide their own comments and suggestion for cap-and-trade revenue allocations. Due to the meeting time limits, this item was deferred for discussion.

Federal & State Legislative Update

The update on Federal matters focused on SCAG's efforts towards supporting the interests of the Region and the organizations' adopted principles for the federal transportation reauthorization bill. SCAG has submitted letters to Senator Barbara Boxer that furthered the Committee's adopted principles and the bill is currently pending before the Conference Committee. The letters were urging the Conference Committee to address certain issues and were submitted by the Chief Executive Officers of the transportation commissions, metropolitan organizations and port authority within the Southern California region. Another letter provided was sent by major Metropolitan Planning Organizations in the nation. The third letter submitted was from California's statewide transportation planning agencies all coming together for the common purpose of improving transportation infrastructure and programs. In addition, SCAG held a press conference urging Congress to take action before the gas tax expiration date of June 30, 2012, and also prepared an Op-Ed piece to the Washington Post and Wall Street Journal supporting the same effort.

Ms. Neely also highlighted two topics of interest to the Committee. The first was that the freight program, a \$2 billion program that impacts 600,000 jobs in Southern California may be removed from the House Conference Committee representatives at the negotiating table for MAP 21 because of its impact to the highway trust fund imbalance. The second issue is granting the governor of any state a new precedent to add projects without local agency approval to the TIP without funding or conformity requirements. MPOs are aware the new provision originated out of the Illinois situation, and transportation agencies nationwide collectively are urging the Conference Committee to address this particular language to Illinois and not nationwide.

On the State update, Ms. Neely commented that on July 6th there will be a Senate hearing on High Speed Rail (HSR) regarding the Memorandum of Understanding (MOU) at METRO.

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Currently, pending before the Budget Committee is discussion of the approval of \$500 million of the \$1 billion that the Regional Council approved in the MOU to be included in FY12-13 budget.

Regional Services & Public Affairs

Darin Chidsey, Acting Deputy Director, announced upcoming events, which included the annual General Assembly for both the Western Riverside Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG). SCAG is a sponsor, and is looking forward to having elected officials represent the organization at each event. Mr. Chidsey also gave an update on SCAG's annual Economic Summit; it will be taking place at the Westin Bonaventure hotel in downtown Los Angeles in December. Staff is also researching several different locations to host the 2013 SCAG General Assembly.

FUTURE AGENDA ITEMS

None.

ANNOUNCEMENTS

ADJOURNMENT

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30am, Tuesday, July 16, 2012 at the SCAG Los Angeles office.

Reviewed by:

Sharon A. Neely
Chief Deputy Executive Director

REPORT

DATE: August 21, 2012

TO: Legislative/Communications & Membership Committee

FROM: Sharon A. Neely, Chief Deputy Executive Director, neely@scag.ca.gov, (213)-236-1992

SUBJECT: Support of Cap & Trade Coalition Principles

RECOMMENDED ACTION:

Support.

EXECUTIVE SUMMARY

As part of the implementation of AB 32 (2006), the California Air Resources Board (ARB) has adopted regulations to establish a new cap-and-trade program to cap greenhouse gas emissions statewide. AB 32 calls for the reduction of greenhouse gases to 1990 levels by the year 2020. Apart from the reduction of emissions, the cap-and-trade program stands to generate significant revenues. ARB plans to sell 66 million allowances in FY 2012-2013, generating an estimated \$660 million to \$3.3 billion (depending on the price per ton, which would range between a minimum of \$10 and maximum of \$50). There is currently legislation in both houses of the legislature focused on the allocation of cap-and-trade revenues. A coalition has been formed to ensure that a portion of any collected revenues be dedicated for transportation purposes.

BACKGROUND

This report summarizes an update on Cap and Trade activities by ARB and the Legislature as well as activities by other entities to ensure that any portion of collected revenues be dedicated for transportation purposes. The California Air Resources Board has adopted regulations to establish a new cap-and-trade program to cap greenhouse gas (GHG) emissions statewide as part of the implementation of AB 32 (Núñez and Pavley), Chapter 488, Statutes of 2006, the Global Warming Solutions Act of 2006. AB 32 calls for the reduction of GHG emissions to 1990 levels by the year 2020.

According to ARB, a total reduction of 80 million metric tons (MMT), or roughly 16% compared to business as usual, is necessary to achieve the 2020 limit. Approximately 78% of the reductions will be achieved through identified regulatory measures. ARB proposes to achieve the balance of reductions necessary to meet the 2020 limit (approximately 18 MMT) through a cap-and-trade program. Producers of approximately 80 percent of the state's GHG emissions are subject to the cap, which reduces emissions by about 20 percent at a rate of two percent per year in 2013 and 2014 and three percent per year through 2020. Motor vehicle fuels will be subject to the cap starting in 2015. The remaining 20 percent of emissions derive from smaller entities and are uncapped sectors.

The first auction of emission allowances by the ARB is scheduled to be held in November 2012, with subsequent auctions to be held in February and May 2013. As part of its regulations, ARB has set a floor price of \$10 per ton and a ceiling of \$50 per ton. Based on the 66 million allowances that ARB plans to sell in FY 2012-13, this will generate between \$660 million to \$3.3 billion in FY 2012-13. Governor Brown's proposed 2012-13 budget assumes ARB will raise \$1 billion from the auctions for the budget

year. ARB estimates annual revenue from the auction of GHG emission allowances to range from \$2 billion to \$5 billion in 2013, with that amount increasing to between \$17 billion and \$67 billion in later years.

Transportation comprises about 40% of the state's share of GHG emissions; thus, the sale of emissions allowances from cap-and-trade represent a significant new funding opportunity for the transportation sector, and low-carbon transportation improvements should receive a substantial share of proceeds from the cap-and-trade program.

LEGISLATION

The Assembly and Senate budget subcommittees have adopted language that would dedicate "at least \$500 million" of cap-and-trade revenues towards General Fund (GF) expenditures to help reduce the deficit. Both houses rejected the Administration's proposal to appropriate the balance of funds to an expenditure plan that would be developed by the Administration at a later date on the grounds that it denies the Legislature the opportunity to adjust the expenditure plan. Instead, the draft budget includes language stating that the appropriation of additional funds beyond those used to offset GF expenditures will be contingent upon the enactment of future legislation. There are currently two primary cap-and-trade bills pending in the Legislature to guide this process:

- AB 1532 – John A. Perez (D)
California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account

This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. It would require moneys collected from the cap-and-trade program to be deposited into this account, and would require those moneys, upon appropriation by the Legislature, to be used for specified purposes and require administering agencies, including the ARB and any other state agency identified by the Legislature, to allocate those moneys to measures and programs that meet specified criteria.

The bill would require the ARB to develop three investment plans that identify the anticipated expenditures of moneys appropriated from the account, to submit each plan to the budget committees of each house of the Legislature, and to adopt each investment plan. The Governor would be required to submit a budget to the Legislature that includes specified appropriations consistent with each investment plan and would require the Legislature to consider these appropriations when adopting the Budget Act. The bill would require the state board to annually submit a report no later than December of each year to the appropriate committees of the Legislature on the status of projects and their outcomes and any changes the ARB recommends need to be made to the investment plan.

Each investment plan adopted by the ARB would be exempt from the California Environmental Quality Act (CEQA), but individual projects funded pursuant to the investment plan would not be exempt. The bill specifies that transportation projects and sustainable development would be eligible, including, but not limited to: public transportation and sustainable transportation and infrastructure development, programs for clean vehicles and the advancement of transportation technologies, advanced transportation and fueling infrastructure, and low-carbon goods movement and freight vehicle technologies and infrastructure.

REPORT

AB 1532 passed the Assembly by a vote of 49-27 on May 29, 2012 and was referred to the Senate Committee on Rules. The bill was referred to the Senate Committee on Environmental Quality on June 7, 2012. The bill was amended by the author and re-referred to the Committee on Environmental Quality on June 18, 2012, and subsequently was passed by a vote of 5-2 to the Senate Committee on Appropriations on July 2, 2012. The bill was subsequently sent to the Suspense File on August 6, 2012. A hearing has been scheduled for August 16, 2012. And an oral update on their actions will be provided at the LCMC meeting.

There is both widespread support and opposition on record for the bill by the following organizations, agencies, and groups:

– Support:

- American Federation of State, County and Municipal Employees, AFL-CIO
- American Lung Association
- American Society of Landscape Architects - California
- Asian Pacific Environmental Network
- Audubon California
- Big Sur Land Trust
- Bolsa Chica Land Trust
- Breathe California
- California Association of Local Conservation Corps
- California Biomass Energy Alliance
- California Clean DG Coalition
- California Climate and Agriculture Network
- California Housing Partnership Corporation
- California Infill Builders Federation
- California Interfaith Power & Light
- California ReLeaf
- California State Association of Counties
- California Transit Association
- California Urban Forests Council
- California Watershed Coalition
- California Watershed Network
- Californians Against Waste
- CALSTART
- Coalition for Clean Air
- Electrification Leadership Council
- Ella Baker Center, Green Collar Jobs Campaign
- Energy Independence Now
- Environmental Defense Center
- Environmental Defense Fund
- Friends of Harbors, Beaches and Parks
- Golden Gate Audubon Society
- Greenlining Institute
- Honda North America
- Intelligent Transportation Society of California
- Land Trust of Santa Cruz County

- Los Angeles County Metropolitan Transportation Authority
- Marin Agricultural Land Trust
- Natural Resources Defense Council
- Non-Profit Housing Association of Northern California
- Open Space District
- Pacific Forest Trust
- Peninsula Open Space Trust
- Santa Clara County Open Space Authority
- Sensys Networks
- Silicon Valley Leadership Group
- Sonoma County Agricultural Preservation and Open Space District
- State Building and Construction Trades Council of California
- Sunrun
- The Nature Conservancy
- The Wilderness Society
- Trust for Public Land
- Union of Concerned Scientists
- Waste Management
- Water Replenishment District of Southern California
- Opposition:
 - American Council of Engineering Companies of California
 - California Asian Pacific Chamber of Commerce
 - California Business Properties Association
 - California Chamber of Commerce
 - California Chapter of the American Fence Association
 - California Fence Contractors' Association
 - California Framing Contractors Association
 - California Grocers Association
 - California Independent Oil Marketers Association
 - California League of Food Processors
 - California Manufacturers & Technology Association
 - California Metals Coalition
 - California Retailers Association
 - California Taxpayers Association
 - Cal Tax
 - Can Manufacturers Institute
 - Chemical Industry Council of California
 - Engineering Contractors' Association
 - Flasher/Barricade Association
 - Golden State Builders Exchange
 - Marin Builders' Association
 - National Federation of Independent Business
 - United Contractors
 - Western State Petroleum Association

REPORT

- SB 1572 – Senator Fran Pavley (D)
California Global Warming Solutions Act of 2006: AB 32 Investment Fund

Requires revenues collected by the State Air Resources Board and derived from the auction or sale of cap-and-trade greenhouse emissions allowances to be deposited in the Greenhouse Reduction Account. A portion of the money in the fund would go to agencies to fund prescribed projects that meet goals related to the reduction of such gases.

Priority project funded in accordance with the bill will be required to comply with the following:

- Achieve greenhouse gas emissions reductions at a reasonable cost;
- Rapidly achieve budgetary savings for families, small businesses, schools, universities, companies regulated under the cap-and-trade program, community institutions, and state, local, and regional governments;
- Advance the purposes of the cap-and-trade program, in particular the purpose of the auction to reduce the risk of market manipulation and windfall profits;
- Protect existing jobs in the state by minimizing leakage, as defined in Section 38505 of the Health and Safety Code;
- Benefit the most adversely impacted and disadvantaged communities to the maximum extent feasible, and
- Provide opportunities, where appropriate, for small businesses, schools, local governments, not-for-profit entities, state and local certified conservation corps, state conservancies, and other community institutions to participate in and benefit from statewide and regional efforts to reduce greenhouse gas emissions.

The bill states that the following are priority projects:

- K-12 energy projects.
- Public university projects.
- Rapid transition assistance for industrial facilities.
- Residential energy efficiency.
- Sustainable land use and transportation.
- Goods movement.
- Lower-Emission School Bus Program.
- Clean Vehicle Rebate Project.

SB 1572 passed the Senate by a vote of 23-13 on May 31, 2012 and was referred to the Assembly Committee on Natural Resources. The bill was amended by the author and re-referred to the Committee on Natural Resources on June 25, 2012, and subsequently was passed by a vote of 6-3 to the Assembly Committee on Appropriations on July 2, 2012. The bill was subsequently sent to the Suspense File on August 8, 2012. A hearing has been scheduled for August 16, 2012. There has been discussion of additional amendments, an oral update will be provided at the LCMC meeting.

Support and opposition of the bill is as follows:

- Support:
 - American Lung Association
 - California Energy Efficiency Industry Council
 - Coalition for Adequate School Housing

- County School Facilities Consortium
- Santa Clara County Open Space Authority
- School Energy Coalition
- University of California

- Opposition:
 - American Council of Engineering Companies
 - California Asian Pacific Chamber of Commerce
 - California Business Properties Association
 - California Chamber of Commerce
 - California Chapter of the American Fence Association
 - California Fence Contractors Association
 - California Grocers Association
 - California Independent Oil Marketers Association
 - California League of Food Processors
 - California Manufacturers & Technology Association
 - California Metals Coalition
 - California Retailers Association
 - California Taxpayers Association
 - Can Manufacturers Institute
 - Chemical Industry Council of California
 - Engineering Contractors' Association
 - Flasher/Barricade Association
 - Golden State Builders Exchanges
 - Marin Builders' Association
 - National Federation of Independent Business
 - United Contractors

COALITION AND ADVOCACY PROPOSALS

The Metropolitan Transportation Commission (MTC) on June 1, 2012 prepared a proposed set of legislative advocacy principles for the cap-and-trade program for consideration by its Legislation Committee, and has shared these principles with stakeholder agencies statewide and has invited comment from any such interested parties. In short summary, these principles support:

- Authority of the Legislature to adjust the expenditure plan;
- A similar share of cap-and-trade allowance revenue to be allocated to transportation projects as the total GHGs attributable to transportation (40%);
- Distribution of cap-and-trade allowance revenues for transportation to MPOs to help achieve GHG reduction targets included in each region's Sustainable Communities Strategy;
- Each region's share of allowance revenue determined by formula based on a geographically equitable distribution of funds.

A copy of the MTC staff report and proposed legislative advocacy principles is attached to this report. This item was passed by MTC's Legislation Committee on June 8, 2012, and was adopted by the full Commission on June 27, 2012.

REPORT

In order to respond to various proposals currently under consideration by the Legislature, staff at the San Diego Association of Governments (SANDAG) drafted proposed cap-and-trade principles and the SANDAG Executive Committee discussed those principles at its meeting on July 13, 2012.

- Dedicate the allocation revenues related to fuel to transportation investments.
- Ensure revenues are dedicated to public transportation.
- Provide an equitable distribution of funds.
- Ensure revenues are invested consistent with regional plans and Sustainable Communities Strategies.
- Ensure project eligibility criteria are created in collaboration with Metropolitan Planning Organizations (MPOs).

A copy of the SANDAG staff report and proposed cap-and-trade principles is attached to this report. The principles were approved at the SANDAG Board of Directors meeting on July 27, 2012.

Additionally, a stakeholder group consisting of California Alliance for Jobs, California Transit Association, Transportation California, the League of California Cities, and the California State Association of Counties has formed a coalition to provide policy input to determine how distribution of cap-and-trade revenues for transportation and infrastructure would be apportioned.

The cap-and-trade principles include:

- Dedicate the allocation revenues related to fuels to transportation investments. This is consistent with the longstanding policy of state to dedicate revenues related to motor vehicle fuels to transportation purposes;
- Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation. Dedicate revenues directly into transit and road operations and maintenance, as well as transit and complete streets infrastructure within existing urban infill and rural communities;
- Structure the investments to favor integrated transportation and land use strategies. Funds should be allocated regionally by population, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state.;
- Improve modeling and verification systems to evaluate GHG reduction potential. Funding should be allocated to the development of performance measurement tools for local and regional actions that will allow evaluation and prediction of the GHG reduction and cost effectiveness of investment and land use strategies;
- Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.;
- Provide the incentives and assistance that local governments need to make SB 375 work; and
- Project-funding determinations should be done at the regional level under established statewide criteria to encourage local innovation and flexibility.

The above principles are subject to further input. Members of the Coalition have sent a letter to the ARB providing their input on broad areas of consensus concerning cap-and-trade revenue allocations. A copy of the letter is attached to this report. Additionally, CALCOG has requested that SCAG support these principles. Staff recommends support of the above principles. Staff will continue to coordinate with other agencies and reflect Regional Council action at these meeting on these principles.

REPORT

ATTACHMENT(S):

- 1) MTC Staff Report – Cap-and-Trade Advocacy Principles
- 2) SANDAG Staff Report – Proposed Cap-and-Trade Principles
- 3) Transportation Funding Coalition Cap-and-Trade Letter

Reviewed by:

Sharon A. Neely
Chief Deputy Executive Director

Agenda Item 10b



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission

DATE: June 20, 2012

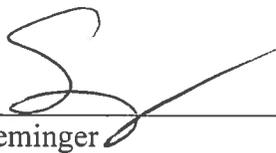
FR: Executive Director

W. I. 1131

RE: Cap-and-Trade Advocacy Principles

Attached are seven advocacy principles for how the state should spend allowance revenue generated from the “cap-and-trade” program, a new element of the state’s strategy to reduce greenhouse gas (GHG) emissions consistent with AB 32 (Nuñez) — the Global Warming Solutions Act of 2006. These principles are slightly revised from the version that was approved by the Legislation Committee at their June 8 meeting. Since that meeting, MTC legislative staff has been in discussions with representatives of various statewide organizations (including the California Alliance for Jobs, the California Transit Association, the California League of Cities, and the California State Association of Counties) that are advocating for transportation to receive 100 percent of allowance revenue from transportation fuels.

Given California’s longstanding commitment to investing taxes associated with gasoline and diesel fuel back into the transportation system, combined with the fact that the revenue potential from 100 percent of transportation fuel-related allowances is expected to be considerably higher than 40 percent of total allowances remaining after General Fund offsets (as proposed in the original recommendation), staff suggests that the Commission consider approving the attached revision to the Legislation Committee recommendation.



Steve Heminger

Attachment

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Legislative Advocacy Principles for the State's Cap-and-Trade Program

1. A multi-year expenditure plan for the use of cap-and-trade revenue should be developed by the Administration, with ample opportunity for public input. The Legislature should be empowered to make adjustments to the plan before final adoption by the Air Resources Board.
2. In addition to meeting the legal nexus requirement, the expenditure plan should seek to maximize other benefits to California, including improved mobility, livability, public health and social equity.
3. ~~Given that transportation contributes almost 40 percent of the state's GHG emissions, a similar share of the allowance revenue (remaining after General Fund-eligible expenditures are offset) should go towards projects that reduce emissions from the transportation sector.~~

Allowance revenue from transportation fuels should be dedicated to transportation investments. This is consistent with the longstanding policy of the state to dedicate revenue related to motor vehicle fuels to transportation. It also assures a political and legal nexus between the costs and benefits of the program.

4. To help implement SB 375, cap-and-trade revenue funds dedicated to transportation — other than those of a statewide nature, such as high-speed or intercity rail — should be distributed to MPOs to help them achieve the GHG reduction targets included in each region's Sustainable Communities Strategy (SCS).
5. Each region's share of allowance revenue should be determined on a formula basis that reflects a geographically equitable distribution of funds.
6. Project eligibility in the transportation sector should include any transportation project that can meet the legal nexus test for fees, including projects that reduce GHG emissions as well as those that mitigate the *effects* of GHG emissions, (such as climate adaptation projects). MPOs would be responsible for ensuring that projects funded by allowance proceeds satisfy all legal requirements.
7. Projects funded by MPOs must be consistent with each region's SCS. Project selection should be done competitively with priority given to projects that reduce GHG emissions in the near term, while also supporting other key state and regional goals.



**BOARD OF DIRECTORS
JULY 27, 2012**

**AGENDA ITEM NO. 12-07-15
ACTION REQUESTED - APPROVE**

PROPOSED CAP-AND-TRADE PRINCIPLES

File Number 7300400

Introduction

In fall 2011, the California Air Resources Board (CARB) adopted regulations to establish the first cap-and-trade program in the nation. The first auction for the cap-and-trade program is scheduled for November 2012, and this year the Legislature is expected to pass legislation to determine how the proceeds from the auction would be used. In order to respond to various proposals currently under consideration by the Legislature, staff has drafted proposed cap-and-trade principles. This report provides an overview on the state cap-and-trade program, discusses pending state legislation, and includes proposed principles, which would provide a guide as cap-and-trade bills move through the state legislative process and as future administrative guidelines and regulations are developed.

Recommendation

The Board of Directors is asked to approve the proposed SANDAG Cap-and-Trade Principles as included in this report.

Discussion

Assembly Bill 32 (AB 32) (Nunez, 2006), the Global Warming Solutions Act of 2006, calls for the reduction of greenhouse gas emissions to 1990 levels by 2020. To implement AB 32, the CARB Climate Scoping Plan report outlined strategies for meeting the greenhouse gas (GHG) emission reduction targets, including direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based compliance mechanisms like a cap-and-trade system, and an implementation fee to fund the program.

In 2011, CARB adopted regulations to establish a new cap-and-trade program to cap GHG emissions statewide. Producers of about 80 percent of the state's GHG emissions are subject to the cap, which would reduce emissions by about 20 percent through 2020. Sectors subject to the cap include refineries, power plants, industrial facilities, and transportation fuels. Motor vehicle fuels will be subject to the cap starting in 2015.

As part of the regulation, CARB plans to auction 66 million allowances in FY 2012-2013, which is anticipated to generate \$660 million to \$3.3 billion. The first cap-and-trade auction is scheduled for November, with additional auctions scheduled for February and May 2013. The FY 2012-2013 budget authorizes at least \$500 million for use in offsetting existing General Fund costs of GHG mitigation activities. It also specifies that additional expenditures related to GHG emissions reductions be made pursuant to future legislation.

Full implementation of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) is dependent on stable funding sources. The 2050 RTP/SCS includes nearly \$21 billion (in year of expenditure) through 2020 for investments in major corridors, transportation

demand and system management projects and programs, active transportation projects, Safe Routes to Transit, Safe Routes to School, and Smart Growth Incentive programs. The 2050 RTP/SCS is based on current and reasonably available sources and levels of funding. It assumed continuation of existing levels of state and federal funding through the current Regional Transportation Improvement Program period (FY 2015), and some additional new revenues through FY 2020 (based on historic funding and revenue growth levels). Cap-and-trade revenues could provide a new source of state funds to assist in the implementation of the 2050 RTP/SCS.

As described in further detail below, the California Senate and Assembly have introduced legislation that would establish a cap-and-trade account and outline eligible recipients, projects, and programs for the funds. The Assembly version of the bill includes broad categories for cap-and-trade investments, and outlines a process for CARB to create three investment plans starting in 2013 until 2020 for the distribution of funds. The Senate version of the bill is more detailed; it requires projects that are funded to meet overall goals of reducing GHG emissions and includes a list of priority project categories, including a percentage for each priority project category to be funded by cap-and-trade proceeds.

Pending Legislation

AB 1532 (Perez) California Global Warming Solution Act of 2006: GHG Reduction Account

AB 1532 was introduced by Speaker John Perez (D-Los Angeles) on January 23, 2012, and was last amended June 18, 2012. This bill would establish the Greenhouse Gas Reduction Account and set goals for achieving feasible and cost-effective reductions in GHG emissions. The bill's stated goals include:

- Maximize economic, environmental, and public health benefits to the state
- Foster job creation by promoting in-state GHG emission reduction projects
- Complement efforts to improve air quality
- Direct investment toward the most disadvantaged communities and households in the state
- Provide opportunities for small business, schools, affordable housing developers, water agencies, local governments, and other community institutions to reduce GHG emissions

The bill also would provide that funds may be used to reduce GHG emissions through investments in the following areas:

- Clean and efficient energy
- Low-carbon transportation and infrastructure
- Natural resource protection
- Research, development, and deployment of innovative technology, measures, and practices

AB 1532 would require CARB to do the following:

- Adopt guidelines regarding the allocation and allowable uses of money, including establishing criteria for receiving funding, a process to verify qualifications of recipients, and monitoring requirements
- Develop and adopt three investment plans (FY 2013-2014, FY 2015-2017, and FY 2018-2020) with each investment plan identifying the anticipated expenditures, establishing priorities for allocation of moneys, identifying specific categories of programs and projects, identifying levels of expenditures for each category, and identifying the state agencies best qualified to implement the plan
- Coordinate with Natural Resources Agency, the California Environmental Protection Agency, Department of Food and Agriculture, and Business, Transportation, and Housing Agency
- Hold at least two public hearings prior to the adoption of the investment plan
- Submit the investment plan to the legislative budget committees prior to adoption of each investment plan for review
- Provide the Governor a plan detailing proposed appropriations from the Greenhouse Gas Reduction Account

AB 1532 would require the Governor to include a proposed appropriation in his annual budget and would allow the Legislature to consider adopting the appropriation as part of the annual budget process.

SB 1572 (Pavley) California Global Warming Solutions Act of 2006: AB 32 Investment Fund

SB 1572 was introduced by Senator Fran Pavley (D-Agoura Hills), and was last amended on June 25, 2012. This bill would create the Greenhouse Gas Reduction Account and would require all revenues collected by CARB from the auction or sale of allowances to be deposited into the account and available, upon appropriation by the Legislature.

SB 1572 would do the following:

- Provide that no funds will be expended if the total auction revenues in the FY 2012-13 are less than \$550 million
- Require that 50 percent of auction revenues collected in FY 2012-13, or \$250 million, whichever is less, go to priority projects listed in the bill; the other 50 percent would remain in the account
- Require projects funded by the bill to comply with the following:
 - Achieve GHG reductions at a reasonable cost
 - Achieve budgetary savings for families, businesses, schools, universities, companies regulated under cap-and-trade program, community institutions, and state, local, and regional governments

- o Protect existing jobs in the state by minimizing leakage
- o Benefit the most adversely impacted and disadvantaged communities
- o Provide opportunities for small businesses, schools, local governments, and other entities to participate in and benefit from statewide and regional efforts to reduce GHG emissions
- Create the following priority projects:
 - o K-12 Energy Projects, Public University Projects, Rapid Transition Assistance for Industrial Facilities, Residential Energy Efficiency, Energy in Agriculture Priority Projects, Sustainable Land Use and transportation, Good Movement, Lower-Emission School Bus Program, and Clean Vehicle Rebate Project

Proposed SANDAG Cap-and-Trade Principles

The SANDAG 2012 Legislative Program includes two priorities that support the overall goal of a cap-and-trade program at the state or federal level: Goal No. 3A, which supports access to resources and technical tools that will enable SANDAG to implement the 2050 RTP/ SCS; and Goal No. 12B, which supports energy-related legislation consistent the Regional Energy Strategy.

In order to respond to various proposals currently under consideration by the Legislature, staff drafted proposed cap-and-trade principles for consideration. On July 13, 2012, the Executive Committee discussed the proposed principles and directed staff to include an additional principle regarding the importance of providing funding for public transit from cap-and-trade auction proceeds. The Executive Committee also asked that the proposed principles be included for Board action in July, and that a presentation by CARB on cap-and-trade proposals be scheduled for a future Board Policy meeting.

The proposed cap-and-trade principles are:

- **Dedicate the allocation revenues related to fuel to transportation investments.** Since the transportation sector contributes about 40 percent of the state’s greenhouse gas (GHG) emissions, a similar share of the allowance revenues should be dedicated to projects and programs that reduce GHG emissions from the transportation sector.
- **Ensure revenues are dedicated to public transportation.** In lawsuits filed on the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, the Attorney General and other petitioners assert that SANDAG should accelerate investment in the region’s public transportation system. The state should dedicate cap-and-trade auction revenues to public transportation, as a near-term source of state funds to advance the transit projects and programs included in regional plans.
- **Provide an equitable distribution of funds.** Each region’s share of allowance revenues should be allocated on a formula basis to reflect a geographically equitable distribution of funds.
- **Ensure revenues are invested consistent with regional plans and Sustainable Communities Strategies.** Eligible projects should be consistent with a CARB-approved and regionally adopted Sustainable Communities Strategy.

- **Ensure project eligibility criteria are created in collaboration with Metropolitan Planning Organizations (MPOs).** MPOs should collaborate with CARB to develop statewide eligibility thresholds that provides maximum flexibility for implementation at the regional level.

Next Steps

Pending approval by the Board of Directors, staff will use the proposed principles to evaluate bills as they make their way through the legislative process and as future administrative guidelines and regulations are developed. Staff also will work with CARB to schedule a presentation at the September 14, 2012, Board Policy meeting, focusing on a more comprehensive discussion of cap-and-trade issues at the state level.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Genevieve Morelos, (619) 699-1994, Genevieve.Morelos@sandag.org



July 27, 2012

Re: Transportation Funding Coalition for Cap and Trade Auction Revenues

The California Alliance for Jobs, Transportation California, California Transit Association, and more recently local and regional government associations have been exploring ways to invest cap and trade revenue to address both the greenhouse gas reduction goals of AB 32 and critical transportation system maintenance and operation needs identified in the California Transportation Commission's Statewide Transportation Needs Assessment over the next ten years.

Our unifying principle is that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies. We believe that by integrating investments in new mobility, new infrastructure, and new jobs we can create healthy communities and better quality of life for all – while measurably reducing greenhouse gas emissions consistent with AB 32 and legal requirements for spending allocation revenues.

By targeting revenues and incentives toward local governments in support of regional planning goals we can leverage a cost effective investment portfolio across both transportation infrastructure and efficiency measures to yield the greatest GHG reductions associated with the transportation sector. Allocating funding to promote combining strategies will maximize GHG reduction while reinforcing SB 375, regional blueprints, other regional plans and local innovation.

Implementing SB 375 and other GHG-reducing regional plans outside of metropolitan planning organizations (MPOs) requires rebuilding aging infrastructure within urban infill and rural areas targeted for more intense development. This includes the maintenance and operation needs of local roads and transit systems, as well as active transportation infrastructure for walking and bicycling. By investing in an integrated transportation system, cost effective GHG reductions can also be achieved from approaches like rural resource infrastructure, intercity rail, and roadway management strategies. All of these transportation investments can yield even greater GHG reductions when combined with supporting land use strategies.

All of these investments are consistent with AB 32 and with meeting California's transportation infrastructure needs. These investments will create jobs, improve the movement of goods and enhance the economic performance of the state. Overall, we think this program should:

- Create cost-effective greenhouse gas reduction investments
- Leverage infrastructure investments across transportation and related land use strategies
- Foster collaboration and performance measurement
- Promote innovation in GHG reduction beyond AB 32 regulations
- Invest in existing communities by offsetting the high cost of infill development
- Support co-benefits/goals related to health, equity, energy, jobs, water, and agriculture

We want to work with CARB to craft an effective strategy to achieve maximum GHG reductions and long term co-benefits under AB 32 by investing a major portion of revenues related to fuels in integrated transportation and land use strategies consistent with the SB 375, the California Regional Blueprint plans and other regional planning processes. As a starting point, we want to suggest a few concepts for consideration in the development of your investment strategy:

1. ***Dedicate the allocation revenues related to fuels to transportation investments.***
This is consistent with the longstanding policy of the state to dedicate revenues related to motor vehicle fuels to transportation. It also assures a political and legal nexus between the costs and benefits of the program.
2. ***Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.*** Dedicate revenues directly into transit and road operations and maintenance, as well as transit and complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, the SB 375 regional strategies. In regions not within an MPO where SB 375 does not apply, other measurable greenhouse gas reduction strategies can be developed within regional transportation plans.
3. ***Structure the investments to favor integrated transportation and land use strategies.*** Funds should be allocated regionally by population, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. To maximize cost effective GHG reduction, additional incentives for regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans. Within each region, funding should be allocated primarily through a competitive grant program based on cost effectiveness of GHG emission reductions from combined land use and transportation infrastructure and operations investments.
4. ***Improve modeling and verification systems to evaluate GHG reduction potential.*** Funding should be allocated to the development of performance measurement tools for local and regional actions that will allow evaluation and prediction of the GHG reduction and cost effectiveness of investment and land use strategies.
5. ***Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.***
6. ***Provide the incentives and assistance that local governments need to make SB 375 work.***
7. ***Project-funding determinations should be done at the regional level under established statewide criteria to encourage local innovation and flexibility.***

We hope you will give us the opportunity to work with you to refine these concepts and take advantage of this opportunity to make AB 32 a key component of California's transportation investment program.

Sincerely,

**California Alliance for Jobs
California Transit Association
Transportation California
California State Association of Counties
League of California Cities**

REPORT

DATE: August 21, 2012

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Sylvia Patsouras, Director Strategy, Policy and Public Affairs

SUBJECT: SCAG Memberships & Sponsorships

RECOMMENDED ACTION:

Approve.

EXECUTIVE SUMMARY:

Approve up to \$30,400 in sponsorships and \$117,339 in FY 2012/13 memberships for a total of \$147,739

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:

The following recommendations are consistent with the approved budget and in accordance with the SCAG adopted Mission statement and sponsorship policies.

Annual Memberships:

SCAG participation and leadership in several organizations are central to the success of SCAG's core responsibilities have been included in the FY 2012/13 budget. They are consistent with SCAG work priorities for FY 2012/13 as approved by the Regional Council.

1) California Association of Council of Governments (CALCOG) (\$26,647)

Established in 1977, the California Association of Council of Governments (CALCOG) is a statewide association representing 36 regional planning agencies working to assist each member in developing capacity to serve its members' needs for regional coordination and policy development. CALCOG's members serve as a forum for local governments to prepare regional plans, set regional transportation policy, strengthen the effectiveness of local government, and develop and maintain regional databases.

CALCOG works with and through its members to:

- Review plans, and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields;
- Provide an informational clearinghouse on issues of concern to the regions and state.

REPORT

The FY 2012/13 annual dues are \$26,647. Past President Pam O'Connor serves on their Executive Committee and Hasan Ikhrata serves on the Executive Director Committee.

2) Coalition for America's Gateways and Trade Corridors (CAGTC) (\$6,500)

SCAG is a founding member of this organization as part of the Regional Council high priority goal to seek a federal freight funding partnership. The Coalition for America's Gateways and Trade Corridors (CAGTC) works with and through its members to raise public recognition and Congressional awareness of U.S. freight needs to promote sufficient funding in federal legislation for trade corridors, gateways, intermodal connectors and freight facilities. CAGTC is comprised of over sixty representative organizations, including state DOTs, MPOs, ports, engineering firms, and freight corridors who work to improve national freight policy. All of the Southern California freight stakeholders are a member of CAGTC. As a CAGTC member, SCAG will have the opportunity to participate in helping shape national freight policy and legislation with the organization. SCAG Chief Deputy Executive Director Sharon Neely currently serves as Vice Chairman of the CAGTC Executive Committee. Regional Council Board Officers regularly travel to Washington DC to attend their meetings and conferences. The annual dues are \$6,500.

3) Southern California Leadership Council and The Center of Economic Development (SCLC) (\$20,000)

Established in 2005, The Southern California Leadership Council (SCLC) is comprised of business and community leaders from throughout the 7 counties of Southern California, including four former California Governors. SCLC funds, prioritizes, and approves the work of The Center of Economic Development; which is a regional program of the Los Angeles County Economic Development Corporation (LAEDC). As a program of the LAEDC, the Center benefits from related work of the LAEDC's acclaimed business assistance, economic research and consulting programs. The Center's work is funded, prioritized and approved by SCLC to shape and solve public policy issues such as business vitality, resources (energy, water and environment), and transportation (goods and people) that are critical to SCAG and the region's economic vitality and quality of life. SCAG Executive Director Hasan Ikhrata attends the SCLC meetings and regularly brings SCAG Board officers. The annual dues are \$20,000.

4) National Association of Regional Councils (NARC) (\$31,250)

NARC is the leading advocate for metropolitan planning organizations (MPO's) based out of Washington DC, and members consist of regional organizations. They regularly provide solutions that positively impact American communities through effective inter-jurisdictional cooperation. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG core responsibilities and adopted Mission.

As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact our members; and
- Offer high quality learning and networking opportunities for regional organization through events, training, and technical assistance.

REPORT

SCAG Past President Pam O'Connor is the elected West Coast representative to their Board. SCAG Executive Director, Hasan Ikhata serves on the Executive Director Committee. SCAG Chief Deputy Executive Director Sharon Neely serves as Chair of their Freight Committee. The annual dues are \$25,000.

5) Town Hall Los Angeles (\$2,500)

Town Hall Los Angeles convenes events around topics of regional concern and provides a platform for the discussion of solutions from a nonpartisan viewpoint. Since 1937, Town Hall Los Angeles has been supported entirely through dues and grants from individuals and organizations in the region and is counted among the Top Ten Leadership Forums in the nation. Their archive of nearly 5000 speakers provides a rich context for conversations about today's economy, infrastructure, job growth, and other topics of importance to the region. SCAG members attend their meetings and events depending on the subject and availability. Their annual dues are \$2,500.

6) American Public Transportation Association (APTA) (\$5,442)

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. A \$5,442 annual membership provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of new requirements under the recently enacted federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP 21). MAP 21 requires MPOs, in coordination with the State and transit operators, to establish performance targets and incorporate them into the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan (RTP). SCAG officials and staff has attended conferences in the past, but not actively participated in their committees in developing federal policy. SCAG staff is proposing to become a member in order to participate in the committees that are core to SCAG responsibilities (e.g. Rail Committee, Legislative Committee, etc.). The annual dues are \$5,442.

7) Mobility 21 (\$25,000)

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to support practical solutions to the transportation challenges of all Southern California; mobilize regional support for transportation funding and legislative priorities at the Federal and State levels; unite political leaders around common transportation priorities; and bring together residents, civic leaders, business groups and industry experts to effectively speak out in support of transportation. The annual dues are \$25,000.

The above memberships have been included in the FY 2012/13 budget for a total of \$117,339.

Sponsorships:

8) UCLA Lewis Center and Institute of Transportation Studies Transportation Land-Use Environment Connection Symposium, October 28-30, 2012 (\$10,000)

Each year, the UCLA Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues. This year's symposium will take place on October 28-30, 2012 at Lake Arrowhead and will include panels and other forums for dialogue among public officials, private industry leaders, and audience members to explore challenges and opportunities for infrastructure investment to support economically and environmentally sustainable growth in the years ahead.

SCAG has been a sustaining co-sponsor of this program at the \$10,000 level, which enables SCAG to maintain membership on the Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers and nominating experts to attend the symposium consistent with SCAG goals. SCAG will be recognized as a Sponsor and a Steering Committee Member in the UCLA symposium notebook of written materials; listed on the symposium letterhead stationery and on signage at the conference center; and recognized in the published proceedings that are widely distributed after the symposium. Staff recommends continued support of this symposium as sustaining co-sponsor at the \$10,000 level. SCAG Board members and Executive staff will attend the meeting.

9) 2012 Coro Southern California's Executive Fellows Program (\$5,000)

A \$5,000 sponsorship of the 2012 Coro Southern California's Executive Fellows Program includes one participant in a part-time leadership program from September 2012 through June 2013. SCAG Vice President Greg Pettis recently participated in this program last year. The program activities during the year include the following:

- A presentation on state or city budget issues by key policy leaders
- Interpersonal leadership skill development
- An exploration of water challenges in Southern California via site visits
- A panel discussion on public employee pension reform
- Interviews with policy advocates and legislators
- Joint exercises with Coro's Public Affairs Fellows (full-time, post-graduate students)
- A one-day study of a community (corporate, neighborhood, or institutional)

10) SFVCOG Valley Mobility Summit, October 22, 2012 (\$1,000)

The San Fernando Valley Council of Governments (SFVCOG) will hold the Annual Valley Mobility Summit the morning of October, 22 2012 at the Hyatt Regency in the City of Valencia. The 2011 event, which was SFVCOG's inaugural Valley Mobility Summit, had over 300 civic and government leaders in attendance, and this year's attendance is expected to at least reach that mark. SCAG was a sponsor of this event last year. Staff recommends a \$1,000 "Table" sponsorship, which includes:

- Table for 10, with signage.
- Signage in the auditorium and slideshow.
- Listing in the program and on the website.

11) California ARB Haagen-Smit Symposium on a Sustainable Freight System for California, October 29-31, 2012 (\$10,000)

The California Air Resources Board (ARB) will hold the 2012 Haagen-Smit Symposium, which brings together policymakers; business and freight industry leaders; environmental, community, and labor

representatives; and researchers to talk candidly about the need and actions to transform California's freight system to meet long-term air quality, climate, energy, transportation, and economic goals. Participation is by invitation only, and will be limited to about 80 people to support discussion and to draft a Symposium declaration that guides the next steps.

After establishing the drivers for transformational change, speakers will briefly summarize the current state of technology and logistics operations for imports, exports, and domestic goods. Policymakers will listen as the other participants identify the key elements of a future freight system to meet their needs. This will provide the context for discussion of potential policy mechanisms to achieve change. Participants will engage in a dialogue to craft recommendations for the Air Resources Board as it develops a Sustainable Freight Strategy for California and for use by other agencies as they prepare related state/regional plans.

Staff recommends a \$10,000 –Gold” sponsorship, which includes:

- One attendee to participate in the Symposium.
- Name and logo displayed on the Symposium materials and website.
- Acknowledgement of sponsorship during the event.

12) Exporting Conference, October 18, 2012 (\$1,000)

The San Gabriel Valley Economic Partnership (SGVP) will host an Exporting Conference on October 18, 2012 at the Fairplex Conference Center. Staff is recommending a Partner sponsorship of \$1,000.

13) The South Coast Air Quality Management District (AQMD) – 24th Annual Clean Air Awards (\$400)

AQMD will host the 24th Clean Air Awards Luncheon on October 12, 2012 at the Millennium Biltmore Hotel in downtown Los Angeles. AQMD will be honoring individuals, communicates, groups and businesses that have dedicated their efforts to cleaning the air and creating a more sustainable economy. The \$400 sponsorship will include a SCAG table reservation for ten (10).

14) SCLN Southern California Visionaries 2012 Awards Luncheon, December 4, 2012 (\$2,500)

On Tuesday, December 4, 2012, the Southern California Leadership Network (SCLN) will hold the Southern California Visionaries 2012 Awards Luncheon. The Southern California Visionaries Awards Luncheon celebrates dynamic leadership by recognizing outstanding achievements of the region's leaders. SCLN's leadership fellowships—Leadership L.A., Leadership Southern California, and California Connections—have already equipped more than 1,500 civic-minded thinkers with the community and regional collaboration skills necessary to address quality of life issues including traffic, water, clean air, education, and public safety. SCAG has successfully partnered with the SCLN for many years, with SCAG board members participating in the SCLN's leadership development program, the annual awards luncheon, and panel discussions on regional policy issues. The SCLN estimates there will be over 400 business, government, and non-profit leaders from Southern California in attendance. SCAG staff is recommending a \$2,500 (Bronze level) sponsorship, which includes:

- Table of 10 for the luncheon.
- Company name in event program.
- Sponsor recognition on all event signage and electronic promotions.
- Verbal recognition at the event.
- Half-page –Bronze Ad” in the tribute book.

Information regarding the SCLN Southern California Visionaries 2012 Awards Luncheon is attached.

REPORT

15) Los Angeles Sustainability Collaborative (LASC) (\$500)

The Los Angeles Sustainability Collaborative is hosting its Third Annual Awards Social on October 14, 2012. LASC is determined to create a more sustainable Los Angeles by promoting, funding, and informing the business community and providing solutions to environmental challenges. Staff recommends a \$500 supporter sponsorship which includes two (2) complimentary tickets, and the SCAG logo or name included on poster, event web-page, and invitation.

All sponsorships have been included in the FY 2012/13 budget for a total of \$30,400.

FISCAL IMPACT:

Up to \$147, 739 (These funds are included in the approved FY13 budget)

ATTACHMENT:

None.

Reviewed by:

Chief Deputy Executive Director

Reviewed by:

Chief Financial Officer

REPORT

DATE: August 21, 2012

TO: Legislative/Communications & Membership Committee

FROM: Sharon A. Neely, Chief Deputy Executive Director, neely@scag.ca.gov, (213)-236-1992

SUBJECT: AB 1744 (Lowenthal) – Temporary Employee Documentation

RECOMMENDED ACTION:

Support.

EXECUTIVE SUMMARY:

AB 1744 would require information be provided to an employee from an employer if the employer is a temporary service employer. The statement would also be required to include the rate of pay for each assignment, the name and address of the legal entities that secured the services of the employer, and total hours worked for each legal entity. This legislation is intended to support increased job recovery by providing a process for substantiating part time employees work efforts. SCAG Regional Council has adopted a Job Recovery & Economic Strategy to address the one (1) million jobs lost since 2007 in Southern California. This bill would support this effort.

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 b) Identify and support legislative initiatives

BACKGROUND:

Assembly Transportation Committee Chair Bonnie Lowenthal has requested SCAG consider supporting AB 1744. The percentage of Californians whose jobs are temporary has nearly quadrupled in the past 30 years. Research suggests that the temporary service industry is expanding and moving from a stopgap-staffing provider to a more systematic and continuous role as an intermediary between companies and labor supplies across a broad array of industries and occupations. According to the United States Bureau of Labor Statistics, temporary employment in the U.S. increased from 1.1 million in 1990 to 2.3 million in 2008, and also noted that only 16% of the industry's revenues came from clerical positions, and 65% from office and administrative support, transportation and material moving, and production occupations. In addition, 15% of the industry's revenues came from construction and extraction, healthcare practitioner, and business and financial operations occupations.

Temporary services employers currently are not required to include how long an employee worked at each job on their pay stub or for what entity they worked. Since the temporary employee is employed by a temporary services agency, they may not necessarily know the exact legal entities they have worked for. Listing the legal entities who secure the employee's services and the hours worked will bring clarity to temporary employees and modernize the Labor Code to reflect this growing form of alternative employment. This bill would require that an employee's payroll statement include, if the employer is a temporary services employer, the name and address of the legal entities that secured the services of the

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employer and total hours worked for each legal entity. AB 1744 also provides that temporary services employers have complied with the requirements of the Wage Theft Prevention Act if the name and address of the legal entities that secured the services of the employer and total hours worked for each legal entity is included on, or attached with, the employee's wage statement.

At present, the following organizations and associations are in support or opposition of AB 1744:

SUPPORT

AFSCME
California Conference Board of the Amalgamated Transit Union
California Employment Lawyers Association
California Labor Federation
California Pipe Trades Council
California Rural Legal Assistance Foundation
California Teamsters Public Affairs Council
Engineers and Scientists of California
IBEW
International Longshore & Warehouse Union
Professional & Technical Engineers, Local 21
UNITE HERE
United Food and Commercial Workers Union, Western States Council
Utility Workers Union of America, Local 132
Warehouse Workers United

OPPOSITION

American Staffing Association
California Association for Health Services at Home
California Chamber of Commerce
California Grocers Association
California Independent Grocers Association
California Staffing Professionals
National Federation of Independent Business
Plumbing-Heating-Cooling Contractors Association of California
Pridestaff
Prostaff Search LLC
TrueBlue, Inc.
Western Electrical Contractors Association, Inc.

Both the California League of Cities and the California State Association of Counties have yet to take positions on this bill.

AB 1744 was passed by the Assembly on May 30, 2012 by a vote of 49-26. It was subsequently referred to the Senate Committee on Labor & Industrial Relations, where it was passed by the Committee on Labor & Industrial Relations by a vote of 4-0 on July 3, 2012 to the Senate Committee on Appropriations. At the Senate Committee on Appropriations hearing on August 13, 2012, the bill was sent to second reading without further hearing pursuant to Senate Rule 28.8.

CONCLUSION:

AB 1744 is consistent with Phase II of SCAG's Southern California Economic Recovery & Job Creation Strategy as its requirements provide a mechanism for temporary employees to demonstrate experience and ability to qualify for jobs. Trade and logistics both are fundamental elements of Southern California's economy and this bill will affect employees at the region's ports, as well as in the warehousing and logistics jobs markets. Proponents argue that temporary workers are particularly vulnerable to abuse and often either have no guarantee of work, do not know ahead of time where they will be dispatched, or what they will be asked to do. It is common for temporary employees to routinely rotate between assignments with different rates of pay for different tasks or sites. AB 1744 will ensure that temporary employees could use the documentation for future employment purposes.

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ATTACHMENT:
None

Reviewed by:

Sharon A. Neely
Chief Deputy Executive Director

REPORT

DATE: August 21, 2012

TO: Legislative/Communications & Membership Committee

FROM: Sharon A. Neely, Chief Deputy Executive Director, neely@scag.ca.gov, (213)-236-1992

SUBJECT: AB 542 (Allen) – Land Use: Housing Element: Regional Housing Need

RECOMMENDED ACTION:

Monitor.

EXECUTIVE SUMMARY:

The Planning and Zoning Law requires a city or county to prepare and adopt a comprehensive, long-term general plan, and requires the general plan to include specified, mandatory elements, including a housing element. That law requires the housing element, in turn, to contain, among other items, an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs. That law requires that assessment and inventory, in turn, to contain an inventory of land suitable for residential development. AB 542 bill is specific Napa circumstances and would modify the requirements that a city or county must meet in preparing the analysis demonstrating how the adopted densities accommodate the regional housing need for lower income households.

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 b) Identify and support legislative initiatives

BACKGROUND:

Cities and counties located within the territory of a metropolitan planning organization (MPO) must revise their housing elements every eight years following the adoption of every other regional transportation plan. Before each revision, each community receives its fair share of housing need for four separate income categories (very low-, low-, moderate-, and above-moderate income households) through a two-step process known as the regional housing needs assessment (RHNA). In the first step, the Department of Housing and Community Development (HCD) determines the aggregate housing need for the region during the planning period the housing element will cover. In the second step, the council of governments (COG) for the region allocates the regional housing need to each city and county within the region.

With respect to identifying sites with appropriate zoning, a city or county must, through a site-specific analysis, calculate the capacity of each site to accommodate during the housing element planning period some portion of its share of the RHNA by income level, taking into account the realistic density for the site, land use controls, and environmental constraints. If a jurisdiction does not use the default minimum densities as specified in Government Code 65583.2(c)(3)(B), cities and counties then must provide an analysis demonstrating how their adopted densities accommodate the need for affordable housing, meaning how the densities allow for economies of scale that facilitate the production of affordable

housing with minimum public subsidy. A city or county must make this demonstration in one of two ways:

- Provide an analysis demonstrating how the adopted densities accommodate lower-income housing based on market demand, financial feasibility, or recent development experience.
- Document that adopted densities meet or exceed the following default densities established in statute and known as the default densities.

AB 542 is specific to Napa and would replace existing housing element law that allows a county or city to use densities less than the statutorily defined default densities to accommodate lower-income households in order to accommodate the jurisdiction's share of the regional housing need (Government Code 65583.2(c)(1)). Specifically, in order for a county or city to use densities less than the default densities, existing law requires the county or city to prepare an analysis demonstrating how the adopted densities accommodate the lower-income household needs. The analysis must include, but is not limited to, factors such as market demand, financial feasibility, or information based on development project experience within a zone or zones that provide housing for lower-income households.

AB 542 would repeal the current language requiring a general analysis of factors such as market demand, financial feasibility, or information based on development project experience within a zone (or zones) that provide housing for lower-income households, and instead require that the analysis be based on substantial evidence and include one or both of the following:

- An analysis demonstrating the financial feasibility of newly constructing unsubsidized, market-rate housing that is affordable to low-income and very low-income households at the adopted densities.
- An analysis demonstrating that the total development cost per unit of newly constructing housing affordable to lower-income households at the adopted densities does not exceed the total development cost per unit of newly constructing housing affordable to lower-income households at the default densities and that the adopted densities do not reduce the ability of housing developments affordable to lower-income households to obtain subsidies to meet all anticipated funding gaps.

The County of Napa is the only entity on record in support of AB 542. They are also the sponsor of this bill. To date, both the City of Torrance and the City of Rancho Cucamonga are on record in opposition to the bill.

The League of California Cities (League) considers this bill to be an effort by one county in the state to replace current housing element law with analysis requirements involving strict criteria and substantial evidence that will be very difficult to prove. The League instead prefers current law, where jurisdictions can currently show that their housing element accommodates its share of the regional housing need for lower income households by either using the default minimum densities or by doing an analysis that includes factors such as market demand, financial feasibility, or information based on development project experience in order to demonstrate how the adopted densities accommodate this need. The League has adopted an "Oppose Unless Amended" position on AB 542 unless the bill is amended. The author's office is currently looking at possible amendments on the bill. The League has indicated that it will remove its opposition if existing law is restored.

The California State Association of Counties (CSAC) has adopted a "Support if Amended" position as they support the new options provided for in AB 542, but believe that it is imperative that existing language be retained, which allows for an analysis demonstrating how the adopted densities

REPORT

accommodate housing need that is based on factors such as market demand, financial feasibility, or information based on development project experience within a zone or zones that provide housing for lower income households.

AB 542 passed the Assembly by a vote of 60-3 on June 1, 2012 and upon being sent to the Senate, was referred to the Senate Committee on Transportation & Housing. The bill passed that Committee on July 3, 2012 by a vote of 6-0 and is currently in the Senate in the Third Reading File. Staff will provide an oral update at the LCMC meeting.

Reviewed by:

Sharon A. Neely
Chief Deputy Executive Director

REPORT

DATE: August 21, 2012

TO: Legislative/Communications & Membership Committee

FROM: Sharon A. Neely, Chief Deputy Executive Director, neely@scag.ca.gov, (213)-236-1992

SUBJECT: AB 939 (Perez): Salton Sea Restoration

RECOMMENDED ACTION:

Support.

EXECUTIVE SUMMARY:

AB 939 would eliminate the Salton Sea Restoration Council. The authority to lead the restoration of the Salton Sea would be transferred from the State to the Salton Sea Authority (“Authority”), a local joint powers authority. The Authority would also be required to develop a restoration plan in coordination with the Natural Resources Agency, and would supervise the activities of a technical advisory group that would be formed pursuant to this bill.

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 b) Identify and support legislative initiatives

BACKGROUND:

The Salton Sea is a terminal water body, meaning that it has no outlet other than evaporation. Because of this, the salinity level in the Sea is continually increasing. In addition, water transfers out of the Imperial Valley, coupled with more water efficient farming practices, are reducing the flow of water into the Salton Sea. In combination, these factors are leading to a saltier Salton Sea with a receding shoreline. These factors are degrading both water quality and air quality in and around the Salton Sea.

Under the Quantification Settlement Agreement of 2003, the Legislature directed the Secretary of Resources to develop a plan for the restoration of the Salton Sea. The plan, which was submitted to the Legislature in 2007, recommended a \$9 billion Preferred Alternative restoration plan. Since that time, the Legislature has not taken action on the restoration of the Salton Sea.

AB 939 would:

- Require the Salton Sea Authority (a joint powers authority of several local government agencies in Riverside and Imperial Counties) to lead the Salton Sea restoration efforts, including early start species conservation projects, investigations of issues relating to the restoration, analysis of potential funding sources for the restoration, and an analysis of economic development opportunities.
- Require the Salton Sea Authority to develop a restoration plan. The Authority is required to include existing proposals for consideration and to work with a technical advisory committee made up of specific state, federal, and local stakeholders.

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- Require the Authority to consult with the public on a variety of issues relating to restoration activities.
- Require the Department of Water Resources to provide staff support to the Authority.

AB 939 would transfer oversight authority to a local joint powers authority and the State of California will have financial responsibility. In addition, the provisions of the bill that require additional study of the issue will create costs, and since the State would retain authority for the restoration and because the bill requires the Salton Sea Authority to undertake specific activities, the State will be responsible for reimbursing the costs of doing so. In addition, the bill requires the Department of Water Resources to provide staff support to the Salton Sea Authority to undertake its required activities. Costs that are likely to be incurred under the bill include:

- Development of a Restoration Plan
The costs to evaluate the existing restoration plan alternatives and potentially new alternatives will likely be in the millions over the next several years. The process to develop the Preferred Alternative restoration plan by the Natural Resources Agency took four years and cost about \$20 million. Because much of the technical analysis of existing alternatives has been completed, the cost to develop a new restoration plan should be less. If the Salton Sea Authority decides to pursue a new restoration plan, however, there would be significant costs to develop that plan.
- Implementation of a Restoration Plan
The projected costs of the Preferred Alternative are \$9 billion (in 2007 dollars). Depending on the ultimate restoration plan adopted by the Salton Sea Authority, the total costs to restore the Salton Sea could be lower or higher than the Preferred Alternative.

The costs above would include direct costs to the Department of Water Resources to provide staff support to the Salton Sea Authority, expenditures by the Salton Sea Authority that would be a reimbursable state mandate, and contract funds for technical support and analysis.

The source of funding for these activities would likely include Proposition 84 general obligation bond funds and/or the General Fund. While there is a remaining fund balance of \$15 million in Proposition 84 funds for Salton Sea Restoration activities, much of those funds are intended to support the ongoing development of wildlife habitat. The recently adopted budget, for example, includes \$3 million over three years for habitat restoration activities.

The following entities are on record in support of AB 939:

- Coachella Valley Economic Partnership
- Coachella Valley Water District
- County of Imperial
- County of Riverside
- Imperial Irrigation District
- RBF Consulting
- Salton Sea Authority

There is currently no opposition on record.

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AB 939 passed out of the Assembly by a vote of 51-19 on May 2, 2011 and was subsequently referred to the Senate Committees on Environmental Quality and Natural Resources & Water. The bill was withdrawn from the Committee on Environmental Quality on June 22, 2011. The bill passed out of the Committee on Natural Resources & Water to the Committee on Appropriations by a vote of 6-2 on July 3, 2012. The bill, was sent to the Suspense File on August 6, 2012. SCAG staff will continue to monitor the progress of this bill and provide an oral updated at the meeting.

Related Legislation

SB 1018 (Committee on Budget, Statutes of 2012)

The resources budget trailer bill, approved by Governor Brown on June 27, 2012, created a January 1, 2013 sunset date for the existing Salton Sea Restoration Council.

AB 642 (Calderon)

This bill would authorize the Secretary of the Natural Resources Agency to establish a program to provide financial support for the development of commercial algae production in the area around the Salton Sea. AB 642 passed out of the Assembly by a vote of 76-0 on May 27, 2011 and was subsequently referred to the Senate Committees on Natural Resources & Water and Energy, Utilities & Commerce on June 8, 2011. The bill was withdrawn from the Committee on Natural Resources & Water on June 23, 2011, but referred to that Committee on June 14, 2012. The bill was withdrawn from the Committee on Energy, Utilities & Commerce on June 6, 2012. The bill passed out of the Committee on Natural Resources & Water to the Committee on Appropriations by a vote of 5-3 on June 26, 2012. The bill, however, was sent to the Suspense File on August 6, 2012.

Reviewed by:

Sharon A. Neely
Chief Deputy Executive Director

REPORT

DATE: August 21, 2012

TO: Legislative/Communications & Membership Committee

FROM: Sharon A. Neely, Chief Deputy Executive Director, neely@scag.ca.gov, (213)-236-1992

SUBJECT: Statewide Ballot Measures for the November 6, 2012 General Election

RECOMMENDED ACTION:

For information only; no action required.

EXECUTIVE SUMMARY:

This report provides a summary of the ballot initiative qualification process and the Statewide Ballot Measures that have qualified for the November 6, 2012 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 of the 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 initiative qualification deadline was June 28, 2012.

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.

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QUALIFIED MEASURES

The following Statewide Ballot Measures have qualified for the November 6, 2012 General Election:

Proposition 30

Initiative Constitutional Amendment

Qualified: 06/20/12

Temporary Taxes to Fund Education. Guaranteed Local Public Safety Funding. Initiative Constitutional Amendment.

Increases personal income tax on annual earnings over \$250,000 for seven years. Increases sales and use tax by ¼ cent for four years. Allocates temporary tax revenues 89 percent to K-12 schools and 11 percent to community colleges. Bars 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. Guarantees funding for public safety services realigned from state to local governments.

Summary of Estimates of Fiscal Impact on State and Local Government¹:

Increased state revenues over the next seven fiscal years. Estimates of the revenue increases vary—from \$6.8 billion to \$9 billion for 2012-13 and from \$5.4 billion to \$7.6 billion, on average, in the following five fiscal years, with lesser amounts in 2018-19. 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 in 2011, resulting in a more stable fiscal situation for local governments.

Proposition 31

Initiative Constitutional Amendment and Statute

Qualified: 06/26/12

State Budget. State and Local Government. Initiative Constitutional Amendment and Statute.

Establishes two-year state budget cycle. Prohibits Legislature from creating expenditures of more than \$25 million unless offsetting revenues or spending cuts are identified. Permits Governor to cut budget unilaterally during declared fiscal emergencies if Legislature fails to act. Requires performance reviews of all state programs. Requires performance goals in state and local budgets. Requires publication of all bills at least three days prior to legislative vote. Gives counties power to alter state statutes or regulations related to spending unless Legislature or state agency vetoes changes within 60 days.

Summary of Estimates of Fiscal Impact on State and Local Government:

Decreased state revenues and commensurate increased local revenues, probably in the range of about \$200 million annually, beginning in 2013-14. Potential decreased state program costs or increased state

¹ Estimates of fiscal impact on state and local government for all Statewide Ballot Measures provided by the Department of Finance and the Joint Legislative Budget Committee.

REPORT

revenues resulting from changes in the fiscal authority of the Legislature and Governor. Increased state and local costs of tens of millions of dollars annually to implement new budgeting practices. Over time, these costs would moderate and potentially be offset by savings from improved program efficiencies.

Proposition 32

Initiative Statute

Qualified: 12/06/11

Prohibits Political Contributions by Payroll Deduction. Prohibitions on Contributions to Candidates. Initiative Statute.

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 Estimates 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.

Proposition 33

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. Initiative Statute.

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 Estimates of Fiscal Impact on State and Local Government:

Probably no significant fiscal effect on state insurance premium tax revenues.

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Proposition 34

Initiative Statute

Qualified: 04/23/12

Death Penalty Repeal. Initiative Statute.

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 Estimates 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.

Proposition 35

Initiative Statute

Qualified: 05/10/12

Human Trafficking. Penalties. Sex Offender Registration. Initiative Statute.

Increases criminal penalties for human trafficking, including prison sentences up to 15-years-to-life and fines up to \$1,500,000. Fines collected to be used for victim services and law enforcement. Requires person convicted of trafficking to register as sex offender. Requires sex offenders to provide information regarding Internet access and identities they use in online activities. Prohibits evidence that victim engaged in sexual conduct from being used against victim in court proceedings. Requires human trafficking training for police officers.

Summary of Estimates of Fiscal Impact on State and Local Government:

Potential one-time local government costs of up to a few million dollars on a statewide basis, and lesser additional costs incurred each year, due to the new mandatory training requirements for certain law enforcement officers. Minor increase to state and local governments on the costs of incarcerating and supervising human trafficking offenders. Unknown amount of additional revenue from new criminal fees, likely not to exceed the low millions of dollars annually, which would fund services for human trafficking victims.

Proposition 36

Initiative Statute

Qualified: 06/11/12

Three Strikes Law. Sentencing for Repeat Felony Offenders. Initiative Statute.

Revises three strikes law to impose life sentence only when new felony conviction is serious or violent. Authorizes re-sentencing for offenders currently serving life sentences if third strike conviction was not serious or violent and judge determines sentence does not pose unreasonable risk to public safety. Continues to impose life sentence penalty if third strike conviction was for certain non-serious, non-violent sex or drug offenses or involved firearm possession. Maintains life sentence penalty for felons with non-serious, non-violent third strike if prior convictions were for rape, murder, or child molestation.

Summary of Estimates of Fiscal Impact on State and Local Government:

State savings related to prison and parole operations that potentially range in the high tens of millions of dollars annually in the short run, possibly exceeding \$100 million annually in the long run. Increased state and county costs in the millions to low tens of millions of dollars annually in the first few years, likely declining substantially in future years, for state court activities and county jail, community supervision, and court-related activities.

Proposition 37

Initiative Statute

Qualified: 06/11/12

Genetically Engineered Foods. Mandatory Labeling. Initiative Statute.

Requires labeling on raw or processed food offered for sale to consumers if made from plants or animals with genetic material changed in specified ways. Prohibits labeling or advertising such food as “natural.” Exempts foods that are: certified organic; unintentionally produced with genetically engineered material; made from animals fed or injected with genetically engineered material but not genetically engineered themselves; processed with or containing only small amounts of genetically engineered ingredients; administered for treatment of medical conditions; sold for immediate consumption such as in a restaurant; or alcoholic beverages.

Summary of Estimates of Fiscal Impact on State and Local Government:

Potential increase in state administrative costs of up to one million dollars annually to monitor compliance with the disclosure requirements specified in the measure. Unknown, but potentially significant, costs for the courts, the Attorney General, and district attorneys due to litigation resulting from possible violations to the provisions of this measure.

Proposition 38

Initiative Statute

Qualified: 06/20/12

Tax for Education and Early Childhood Programs. Initiative Statute.

Increases personal income tax rates for annual earnings over \$7,316 using sliding scale from .4% for lowest individual earners to 2.2% for individuals earning over \$2.5 million, ending after twelve years.

REPORT

During first four years, 60% of revenues go to K-12 schools, 30% to repaying state debt, and 10% to early childhood programs. Thereafter, allocates 85% of revenues to K-12 schools, 15% to early childhood programs. Provides K-12 funds on school specific, per-pupil basis, subject to local control, audits, and public input. Prohibits state from directing or using new funds.

Summary of Estimates of Fiscal Impact on State and Local Government:

Increased state personal income tax revenues beginning in 2013 and ending in 2024. Estimates of the revenue increases vary from \$10 billion to \$11 billion per fiscal year beginning in 2013-14, tending to increase over time. The 2012-13 revenue increase would be about half this amount. Until the end of 2016-17, 60 percent of revenues would be dedicated to K-12 education and 10 percent would be provided to early care and education programs. These allocations would supplement existing funding for these programs. In 2017-18 and subsequent years, 85 percent would be provided to K-12 education and 15 percent to early care and education. General Fund savings on debt-service costs of about \$1.5 billion in 2012-13 and \$3 billion in 2013-14, with savings tending to grow thereafter until the end of 2016-17. In 2015-16 and subsequent years with stronger growth in state personal income tax revenues, some of the revenues raised by this measure—several hundred million dollars per year— would be used for debt-service costs, resulting in state savings.

Proposition 39

Initiative Statute

Qualified: 06/20/12

Tax Treatment for Multistate Businesses. Clean Energy and Energy Efficiency Funding. Initiative Statute.

Requires multistate businesses to calculate their California income tax liability based on the percentage of their sales in California. Repeals existing law giving multistate businesses an option to choose a tax liability formula that provides favorable tax treatment for businesses with property and payroll outside California. Dedicates \$550 million annually for five years from anticipated increase in revenue for the purpose of funding projects that create energy efficiency and clean energy jobs in California.

Summary of Estimates of Fiscal Impact on State and Local Government:

Approximately \$500 million in additional state General Fund revenues in 2012-13 and \$1 billion each year thereafter from requiring a single sales factor formula for corporate taxes, with about half of the additional annual revenues from 2013-14 through 2017-18 supporting energy efficiency and alternative energy projects. Increased Proposition 98 minimum funding guarantee for K-14 schools of roughly \$225 million annually from 2012-13 through 2017-18 and by roughly \$500 million each year thereafter, as a result of additional state General Fund revenues.

Proposition 40

Referendum

Qualified: 02/24/12

Redistricting. State Senate Districts. Referendum.

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 petition, if signed by the required number of registered voters and filed with the Secretary of State, 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.

OTHER MEASURES

The following are listed by the Secretary of State of the State of California as Statewide Ballot Measures for the November 2014 General Election.

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. AB 1265 was amended by AB 153 (Chapter 226, 2010) Hernandez. Safe, Clean, and Reliable Drinking Water Supply Act of 2012: groundwater contamination. AB 153 was amended by AB 1422 (Chapter 74, 2012) Perea. Safe, Clean, and Reliable Drinking Water Supply Act of 2012: submission to voters.

Reviewed by:

Sharon A. Neely
Chief Deputy Executive Director

2012 State Legislative Summary

August 2012

| SUBJECT | BILL NUMBER | BILL SUMMARY | COMMENTS | STATUS | AGENCY POSITIONS |
|--|-------------|---|----------------------------------|---|------------------|
| ENVIRONMENT | | | | | |
| <i>Air Quality/ GHG Reduction Strategies</i> | AB 343 | Redevelopment Plans: Environmental Goals Author: Atkins (D) 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, fiscal bill. | Passed Assembly (53-25) on 5/23/2011. Referred to Senate Governance & Finance and Environmental Quality Committees. No hearing scheduled. Pending - Carryover | N/A |
| <i>CEQA</i> | AB 890 | Environment: CEQA Exemption: Roadway Improvement Authors: Olsen (R) Exempts from provisions of the California Environmental Quality Act concerning environmental impact reports a project or activity to repair, maintain, or make minor alterations to an existing roadway 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. Requires a state agency that determines a roadway project is not subject to the act to file a notice with the Office of Planning and Research. | Non-urgency, 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 Environmental Quality on 02/16/2012. From Committee: Do pass (6-1) as amended on 07/02/2012. Read second time and amended. To third reading on 08/07/2012. Re-referred to Appropriations on 08/08/2012. In Committee: To second reading without further hearing on 08/13/2012. To Third Reading on 08/14/2012. Pending | N/A |
| <i>Salton Sea Restoration</i> | AB 939 | Salton Sea Restoration Author: Perez, V. (D) Existing law establishes the Salton Sea Restoration Council as a state agency in the Natural Resources Agency to oversee the restoration of the Salton Sea. This bill would eliminate the council, and , instead, require the Salton Sea Authority, as defined, to lead Salton Sea restoration efforts, including the development of a restoration plan in coordination with the Natural Resources Agency, and supervision of the activities of a technical advisory group formed pursuant to the bill . By imposing duties on a local joint powers authority, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions. | Non-urgency, fiscal bill. | In Assembly: Passed (51-19) on 05/02/2011. Referred to Senate Committees on Environmental Quality and Natural Resources & Water on 05/12/2011. Withdrawn from Environmental Quality on 06/22/2011. Author's amendments, read second time, re-referred to Natural Resources & Water on 06/19/2012. In Committee: Do pass (6-2) to Appropriations on 07/03/2012. In Appropriations: To Suspense File on 08/06/2012. Hearing scheduled for 08/16/2012. Pending – Suspense File | |
| <i>Environmental Quality</i> | AB 1444 | Record of Proceedings Author: Feuer (D) | Non-urgency, non-fiscal bill. | Introduced on 01/04/2012. To Committee on Natural Resources on 03/29/2012. Read | |

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| | | 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. | | 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. In Committee: To Suspense File on 05/16/2012. Held in Committee on 05/25/2012. Pending | |
| <i>Global Warming Solutions Act</i> | AB 1532 | Global Warming Solutions Act: Greenhouse Gas Reduction Author: Perez (D) Amends the State Global Warming Solutions Act that adopts a statewide greenhouse gas emissions limit and 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. Requires the board to develop investment plans that identify the anticipated expenditures of moneys from the account. Requires incorporation of plan funds in the Budget Act. Requires the plans are exempt from the Environmental Quality Act. | Non-urgency, fiscal bill. | In Assembly: Passed (49-27) on 05/29/2012. To Senate Committee on Environmental Quality on 06/07/2012. From Committee: Do pass (5-2) as amended to Appropriations on 07/02/2012. Read second time and amended, re-referred to Committee on 08/06/2012. In Committee: To Suspense File on 08/06/2012. Pending – Suspense File | |
| <i>VMT</i> | AB 1627 | Energy: Vehicle Miles Traveled Author: Dickinson (D) 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, 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. Hearing cancelled at author's request; no hearing scheduled. Pending | Watch |
| <i>CEQA: Exemption</i> | AB 1665 | California Environmental Quality Act: Exemption Author: Galgiani (D) Amends the California Environmental Quality Act (CEQA). Exempts from 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. | Non-urgency, fiscal bill. | In Assembly: Passed (51-22) on 05/21/2012. To Senate Committee on Environmental Quality; From Committee: Do pass (6-1) as amended to Appropriations on 07/02/2012. Read second time and amended, re-referred to Appropriations; to second reading without further hearings on 08/06/2012. Read second time, to third reading on 08/07/2012. Pending | |
| <i>CEQA: Judicial Review</i> | AB 2163 | California Environmental Quality Act: Judicial Review Author: Knight (R) 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 | 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 | |

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| | | projects, residential development projects, and projects of cultivated development. | | Natural Resources: Failed passage (3-6) on 04/26/2012. Pending | |
| <i>CEQA: Exemption</i> | AB 2245 | Environmental Quality: Exemption: Bikeways Author: Smyth (R) Exempts, under the California Environmental Quality Act, the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a prepared bicycle transportation plan. Requires specified actions by a lead agency regarding the traffic and safety impact prior to exempting the project. Requires the filing of a notice with the Office of Planning and Research and the county clerk of such approved exemption. | Non-urgency, non-fiscal bill. | In Assembly: Passed (73-0) on 05/21/2012. To Senate Committee on Environmental Quality. From Committee: Do pass (7-0) as amended on 07/02/2012. In Senate: read second time and amended, to third reading on 08/07/2012. Re-referred to Appropriations on 08/08/2012. In Committee: To second reading without further hearing on 08/13/2012. To Third Reading on 08/14/2012. Pending | |
| <i>Global Warming Solutions Act</i> | AB 2404 | Global Warming Solutions Act: Local Emission Reduction Author: Fuentes (D) Creates the Local Emission Reduction Program pursuant to the Global Warming Solutions Act of 2006, permits moneys pursuant to the market-based compliance mechanisms be available for purposes of carrying out the Act. Requires the State Air Resources Board in coordination with the Strategic Growth Council and other entities to provide local assistance grants to eligible recipients to develop and implement multi-benefit greenhouse gas emission reduction projects. | 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. In Appropriations: To Suspense File on 05/16/2012. Held in Committee on 05/25/2012. Pending | |
| <i>Air Quality</i> | AB 2412 | Air Quality Improvement Program Author: Swanson (D) 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. | 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. Pending | |
| <i>Environmental Quality</i> | AB 2577 | Environmental Quality: Public Comments Author: Galgiani (D) 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 of the record of proceedings for the Environmental Impact Report, negative declaration, or mitigated negative declaration. | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. To Assembly Committee on Natural Resources on 03/19/2012. In Committee: Not heard on 05/07/2012. Pending | |
| <i>Environmental Quality</i> | SB 52 | Environmental Quality: Jobs & Economic Improvement Author: Steinberg (D) Amends the Environmental Quality Act. Requires that a project result in a specified minimum financial investment that is spent on planning, design, and | Non-urgency, fiscal bill. | In Senate: Do pass (32-4) to Assembly on 01/31/2012. Referred to Assembly Committees on Natural Resources and Jobs, Economic Development & The Economy on | |

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| | | 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. | | 06/04/2012. From Natural Resources: Do pass (6-3) to Appropriations on 06/18/2012. Withdrawn from Appropriations, re-referred to Jobs, Economic Development & the Economy on 06/27/2012. In Committee: Failed passage (2-3) on 07/03/2012. Pending | |
| <i>CEQA: Judicial Review</i> | SB 1214 | California Environmental Quality Act: Judicial Review Author: Cannella (R) Establishes judicial review procedures for challenging a lead agency action on the ground of CEQA noncompliance. 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. | 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. Pending | |
| <i>CEQA</i> | SB 1354 | California Environmental Quality Act: Project Author: Dutton (R) 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. | Non-urgency, non-fiscal bill. | Introduced on 02/24/2012. Referred to Committee on Rules on 03/08/2012. No hearing scheduled. Pending | |
| <i>CEQA: Bicycle Transportation Plan</i> | SB 1380 | Environmental Quality: CEQA: Bicycle Transportation Plan Author: Rubio (D) 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. | Non-urgency, non-fiscal bill. | In Senate: Passed (36-2) on 05/29/2012. To Assembly. To Assembly Committees on Transportation and Natural Resources on 06/14/2012. From Transportation: Do pass (13-0) to Natural Resources on 06/25/2012. In Committee: Do pass (6-2) on 07/02/2012. In Assembly: Read second time and amended, re-referred to Appropriations on 08/07/2012. Pending | |
| <i>CEQA: Litigation</i> | SB 1512 | California Environmental Quality Act: Litigation Author: Cannella (R) 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, non-fiscal bill. | Introduced on 02/24/2012. To Senate Committee on Rules on 03/22/2012. No hearing scheduled. Pending | |
| <i>Global Warming Solutions Act</i> | SB 1572 | Global Warming Solutions Act of 2006: AB 32 Investment Fund Author: Pavley (D) Requires revenues collected by the State Air Resources Board and derived from the auction or sale of cap and trade greenhouse emissions allowances to be deposited in the Greenhouse Reduction Account, created by this act. Provides a portion of the money in the fund would go to agencies to fund prescribed projects that meet goals relating to the reduction of such gases. Requires | Non-urgency, fiscal bill. | In Senate: Passed (23-13) to Assembly on 05/31/2012. To Assembly Committee on Natural Resources on 06/15/2012. From Committee: Do pass (6-3) to Appropriations on 07/02/2012. In Committee: To Suspense File on 08/08/2012. Hearing scheduled for 08/16/2012. | |

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| | | related reports. Requires the board to publish project information on its Internet Web site. | | Pending – Suspense File | |
| FINANCE | | | | | |
| <i>Community Development</i> | AB 232 | <p>Community Development Block Program: Funds Authors: V. Manuel Perez (D)</p> <p>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.</p> | Non-urgency, fiscal bill. | <p>In Assembly: Passed (75-0) to Senate on 01/26/2012. To Senate Committee on Transportation & Housing on 02/16/2012. From Committee: Do pass (9-0) to appropriations on 06/12/2012. From Committee: To second reading without further hearing pursuant to Senate Rule 28.8 on 06/25/2012. In Senate: To third reading on 06/26/2012. To Inactive File on 06/28/2012.</p> <p style="text-align: center;">Pending</p> | Watch |
| <i>Economic Incentives</i> <i>Transportation Technology</i> <i>Manufacturing Incentives</i> | AB 796 | <p>Capital Access Loan Program: Clean Energy and Jobs Author: Blumenfield (D)</p> <p>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.</p> <p style="text-align: center;">—AMENDED—</p> <p>Clean Energy Economy and Jobs Incentive Program Authors: Blumenfield (D)</p> <p>Requires the State Alternative Energy and Advanced Transportation Financing Authority to establish the Clean Energy Economy and Jobs Incentive Program that provides financial assistance in the form of specified financing mechanisms for an applicant to promote the commercialization and manufacturing of a project in eligible clean energy technology areas. Establishes a related fund. Requires the moneys in the fund be utilized to implement the program.</p> | Non-urgency, fiscal bill. | <p>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. From Governance & Finance: Do pass (9-0) to Energy, Utilities & Communications on 06/20/2012. Read second time and amended on 06/26/2012. In Committee: Do pass (10-0) to Appropriations on 07/03/2012. Read second time and amended, re-referred to Committee on 08/06/2012. To Suspense File on 08/13/2012. Hearing scheduled for 08/16/2012.</p> <p style="text-align: center;">Pending – Suspense File</p> | N/A |

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| <i>Economic Incentives: Renewable Technologies</i> | AB 1302 | <p>Distributed Generation Author: Williams (D) Requires each large electrical corporation and local publicly owned electrical utility to provide maps and other information identifying and designating zones 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.</p> | Non-urgency, 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 floor (49-25), 06/02/2011. Referred to Senate. To Senate Committee on Energy, Utilities, & Communications on 06/16/2011. No hearing scheduled. Pending – Carryover | N/A |
| <i>Infrastructure Financing Districts</i> | AB 2144 | <p>Infrastructure and Revitalization Financing Districts Author: Perez, J. (D) Authorizes the creation of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes the financing of projects in redevelopment projects areas and former redevelopment project areas and former military bases. Authorizes a city legislative body to dedicate funds from the Redevelopment Property Tax Fund to the district. Expands the projects that such district may fund. Imposes specified reporting requirements on districts.</p> | Non-urgency, fiscal bill. | In Assembly: Do pass (50-25) to Senate on 05/21/2012. To Senate Committee on Governance & Finance on 05/31/2012. Not heard in Committee on 06/27/2012. From Committee: Do pass (6-3) as amended to Appropriations on 06/28/2012. Read second time and amended, re-referred to Appropriations on 07/03/2012. Read second time and amended, re-referred to Appropriations; to second reading without further hearings on 08/06/2012. Read second time, to third reading on 08/07/2012. Pending | |
| <i>Economic Incentives: Tax Credits</i> | AB 2656 | <p>California Transportation Financing Authority: Tax Credit Certificates for Exporters & Importers Author: Calderon (D) This bill would authorize the authority to award tax credit certificates to exporters and importers, as defined, that demonstrate to the satisfaction of the authority that, during the taxable year, they have increased their cargo tonnage or value through California ports and airports by specified amounts or had a net increase in qualified full-time employees hired in California or have incurred capital costs for a cargo facility in California. 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, as provided. Would authorize the authority to impose fees to cover its costs in that regard, with fees to be deposited in the Job and Trade Competitiveness Fee Account, which the bill would create in the State Treasury. Would authorize the authority to borrow money until the time that sufficient fee revenue is available, with loans made to the authority to be repayable solely from revenues in the account.</p> | Non-urgency, fiscal bill. | Introduced on 02/24/2012. To Assembly Committee on Revenue & Taxation on 03/19/2012. In Committee: to Suspense File on 05/14/2012. In Committee: Do pass (7-0) as amended to Appropriations on 05/14/2012. In Committee: Not heard on 05/25/2012. In Committee: To Suspense File on 08/08/2012. Pending – Suspense File | |
| <i>Economic Incentives</i> | SB 77 | <p>Community Development Author: Budget & Fiscal Review Committee 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</p> | Non-urgency, fiscal bill. Requires 2/3 vote threshold. | In Senate: 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 | N/A |

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| | | 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. | | reconsideration. To Inactive File on 07/05/2011. Pending - Carryover | |
| Infrastructure Financing | SB 214 | <p>Infrastructure Financing Districts: Voter Approval Author: Wolk (D) Revises provisions governing the public facilities that may be financed. Eliminates voter approval requirement 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.</p> <p><i>NOTE: SCAG is working with author on amending language in order to clarify what types of projects can be financed. Instead of restricting an Infrastructure Financing District (IFD) from only financing transit priority projects, amended language would allow an IFD to finance any project that implements a transit priority project or other projects included within a Regional Transportation Plan/Sustainable Communities Strategy.</i></p> <p style="text-align: center;">—AMENDED—</p> <p>Infrastructure Financing Districts: Repeal Approval Author: Wolk (D) Recasts the provisions governing infrastructure financing districts. Eliminates the requirement of voter approval for creation of the district and bond issuance. Authorizes the legislative body to create the district. Authorizes a newly created public financing authority to adopt the infrastructure financing plan and issue bonds by resolution. Prohibits certain assistance. Authorizes adoption of joint powers agreements with affected taxing entities. Relates to reporting requirements.</p> | 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 Third Reading File. Removed from Inactive File on 06/14/2012. Re-referred to assembly Committee on Local Government on 06/18/2012. Author's amendments, read second time and amended, re-referred to Local Government on 08/06/2012. Pending - Carryover | SCAG Supports Metro: "Work With Author" |
| Infrastructure Financing Local Agencies | SB 475 | <p>Infrastructure Financing Authors: Wright (D) and Emmerson (R) 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.</p> <p style="text-align: center;">—AMENDED—</p> <p>Local Agencies: Open Meetings: Teleconferences Authors: Wright (D) and Emmerson (R)</p> | 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. Amended on 05/22/2012. Passed Assembly Committee on Local Government (9-0), 06/13/2012. Pending - Carryover | SCAG Supports OCTA Supports |

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| | | Provides that with respect to a teleconferencing meeting of a county health authority, members of the authority who are outside the jurisdiction may be counted toward the establishment of a quorum when participating in the teleconference if at least a specified percentage of the members that would establish a quorum are present under certain conditions. | | <u>Note: Amended. No longer germane.</u> | |
| GOVERNMENT | | | | | |
| <i>State Planning</i> | AB 441 | <p>Transportation Planning Author: Monning (D)</p> <p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California 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 the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines.</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. From Committee: Do pass (6-2) to Appropriations on 06/12/2012. From Committee: To second reading without further hearing pursuant to Senate Rule 28.8 on 06/25/2012. In Senate: To third reading on 06/26/2012. Pending | |
| <i>Local Planning: Housing Units</i> | AB 485 | <p>Local Planning: Transit Village Development Districts Author: Ma (D)</p> <p>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. Pending - Carryover | RC Approved Support |
| <i>Regional Housing Needs Assessment</i> | AB 542 | <p>Land Use: Housing Element: Regional Housing Needs Author: Allen (D)</p> <p>Would replace existing housing element law that allows a county or city to use densities less than the statutorily defined default densities to accommodate lower-income households in order to accommodate the jurisdiction's share of the regional housing need. Specifically, in order for a county or city to use densities less than the default densities, existing law requires the county or city to prepare an analysis demonstrating how the adopted densities accommodate the lower-income household needs. The analysis must include, but is not limited to, factors such as market demand, financial feasibility, or information based on development project experience within a zone or zones that provide housing for lower-income households. The new analysis would be based on substantial evidence and include one or both of the following: 1) An analysis demonstrating the financial feasibility of newly constructing unsubsidized, market-rate housing that is affordable to low-income and very low-income households at the adopted densities; and/or 2) An analysis demonstrating that the total</p> | Non-urgency, non-fiscal bill. | In Assembly: Passed (60-3) on 06/01/2011. To Senate Committee on Transportation & Housing on 06/08/2012. From Committee with Author's amendments on 06/27/2012. In Committee: Do pass (6-0) on 07/03/2012. In Senate: Read second time, to third reading on 07/06/2012. Pending | |

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| | | development cost per unit of newly constructing housing affordable to lower-income households at the adopted densities does not exceed the total development cost per unit of newly constructing housing affordable to lower-income households at the default densities and that the adopted densities do not reduce the ability of housing developments affordable to lower-income households to obtain subsidies to meet all anticipated funding gaps. | | | |
| <i>Redevelopment</i> | AB 1585 | <p>Redevelopment Author: Perez, J. (D) 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> <p style="text-align: center;">—AMENDED—</p> <p>Community Development Authors: Perez, J. (D) Transfers the responsibility to perform housing functions in the territorial jurisdiction of a former redevelopment agency under certain conditions. Appropriates a specified amount of bond revenues. Provides that a specified amount be allocated from the Regional Planning, Housing, and Infill Incentive Account for infill incentive grants and that a specified amount from the Transit-Oriented Development Implementation Fund be used for transit-oriented grants and loans.</p> | Urgency, fiscal bill. 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. From Committee with author's amendments on 06/20/2012. Withdrawn from Governance & Finance, re-referred to Transportation & Housing on 06/21/2012. From Committee: Do pass (8-1) to Appropriations on 07/03/2012. Author's amendments, read second time and re-referred to Appropriations on 08/06/2012. In Committee: Not heard on 08/06/2012. In Committee: To Suspense File on 08/13/2012. Hearing scheduled for 08/16/2012. Pending – Suspense File | |
| <i>Employee Compensation: Itemized Statements</i> | AB 1744 | <p>Employee Compensation: Itemized Statements Author: Lowenthal, B. (D) Requires that an required itemized statement to an employee from an employer, if the employer is a temporary service employer, include the rate of pay for each assignment, the name and address of the legal entities that secured the services of the employer, and total hours worked for each legal entity. Provides that this additional information may be furnished as an attachment to the wage statement provided certain identifying information is included.</p> | Non-urgency, fiscal bill. | In Assembly: passed (49-26) to Senate on 05/30/2012. Referred to Senate Committee on Labor & Industrial Relations on 06/14/2012. In Committee: Not heard on 06/27/2012. In Committee: Do pass (4-0) to Appropriations on 07/03/2012. In Committee: Not heard on 08/06/2012. In Committee: To second reading without further hearing on 08/13/2012. Pending | |
| <i>Redevelopment</i> | SB 654 | <p>Redevelopment Author: Steinberg (D) 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</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. Pending | |

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| | | Moderate Income Housing Fund of a dissolved redevelopment agency be transferred to specified entities. Provides that agreements funding for projects loans are still valid. | | | |
| Redevelopment | SB 659 | <p>Community Redevelopment Author: Padilla (D) Provides that a specified dissolution of redevelopment agencies and community development agencies shall take effect on a specified date.</p> <p style="text-align: center;">—AMENDED—</p> <p>Immunizations: Disclosure: Tuberculosis Screening Authors: Negrete McLeod (D) Amends existing law that regulates the sharing of a patient's or client's immunization information and prescribed that process by which a patient or client, or parent or guardian may refuse to allow the information to be shared and requires notification of the patient. Includes tuberculosis screening in those information provisions.</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 from Committee on Local Government. Re-referred to Rules on 01/19/2012. From Rules with author's amendments on 06/15/2012. Pending | |
| Redevelopment | SB 986 | <p>Redevelopment: Bond Proceeds Author: Dutton (R) 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.</p> | Urgency, fiscal bill. 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. In Committee: 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. In Appropriations: Do pass as amended (7-0) on 05/24/2012. In Senate: Read second time and amended, to third reading on 05/29/2012. In Senate: urgency clause failed adoption (21-13) on 05/31/2012. Pending | |
| Redevelopment Cleanup | SB 1151 | <p>Long Range Asset Management Plan Author: Steinberg (D) Establishes a Sustainable Economic Development and Housing Trust Fund administered by a related authority, 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.</p> | Non-urgency, fiscal bill. | In Senate: Passed (22-15) on 05/31/2012. Referred to Assembly Committees on Housing & Community Development and Local Government on 06/15/2012. Pending | |
| Redevelopment Cleanup | SB 1156 | <p>Community Development & Housing Joint Powers Authority Author: Steinberg (D) Authorizes the formation of a Community Development and Housing Joint</p> | Non-urgency, fiscal bill. | In Senate: Passed (22-15) on 05/31/2012. Referred to Assembly Committees on Housing & Community Development and | SCAG Supports |

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| | | <p>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.</p> <p style="text-align: center;">—AMENDED—</p> <p>Sustainable Communities Investment Authority Authors: Steinberg (D) Authorizes certain public bodies of a Sustainable Communities Investment Area to form an authority to carryout the Community Redevelopment Law. Requires the authority to adopt Sustainable Communities Investment Plan for the area and to include in the plan a provision for the receipt of tax increment funds provided certain economic development and planning requirements are met. Authorities the entity forming such authority to dedicate revenue to the authority through the plan. Relates to prevailing wages.</p> | | <p>Local Government on 06/15/2012. From Housing & Community Development with author's amendments, re-referred to same committee on 06/20/2012. From Housing * Community Development: Do pass (5-2) to Local Government on 06/27/2012. Author's amendments, read second time and amended, re-referred to Local Government on 06/27/2012. From Committee: Do pass (6-3) to Appropriations on 07/02/2012. Author's amendments, read second time and amended, re-referred to Appropriations on 08/13/2012. Hearing scheduled for 08/16/2012.</p> <p>Pending</p> | |
| RETIREMENT | | | | | |
| <i>Pension</i> | AB 340 | <p>Public Employees' Retirement Author: Furutani (D) Relates to the State Teachers' Retirement System, the Public Employees' 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.</p> | Non-urgency, non-fiscal bill. | <p>In Senate: Passed (25-15) to Assembly. To Assembly for Concurrence. In Assembly: Failed (4-75) to concur in Senate Amendments.</p> <p>Pending - Carryover</p> | N/A |
| <i>Pension</i> | AB 344 | <p>Public Employees' Retirement Author: Furutani (D) 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.</p> | Non-urgency, fiscal bill. | <p>In Assembly: Passed (75-0) to Senate on 05/26/2011. In Senate: To Inactive File on 09/09/2011.</p> <p>Pending - Carryover</p> | N/A |
| <i>Public Employees: Retirement</i> | AB 1184 | <p>Public Employees' Retirement Benefits Author: Huffman (D) 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</p> | Non-urgency, fiscal bill. | <p>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.</p> <p>Pending - Carryover</p> | |

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| | | assistance from the city or county from non-affordable to very low and low-income households to affordable to those households. | | | |
| Public Employees: Retirement | AB 1320 | <p>Public Employees' Retirement Authors: Allen (D) and Ma (D) and Furutani (D) Establishes for each employer a 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.</p> <p style="text-align: center;">– AMENDED –</p> <p>Alcoholic Beverages: Licenses Author: Allen (D) Amends the Alcoholic Beverage Control Act that provides for a limitation on the amount of on-sale general licenses that may be issued by the Department of Alcoholic Beverage Control based on the population of the county in which the licensed premises are located. Provides an exception to this limitation for a county of the 18th class.</p> | 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. Removed from Inactive File on 05/29/2012. In Assembly: Ordered returned to Senate on 05/31/2012. Referred to Senate Governmental Organization Committee, hearing scheduled 06/26/2012. Pending – Carryover | |
| Public Employees: Retirement | AB 2224 | <p>Public Employees' Retirement Author: Smyth (R) 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. 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. Pending | Note: The text of this bill is identical to SB 1176 (Huff-R) |
| Public Employees: Retirement | ACA 22 | <p>Public Employees' Retirement Author: Smyth (R) 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. Requires 2/3 vote threshold. | Introduced on 02/22/2012. Pending | |
| Public Employees: Retirement | SB 27 | <p>Public Employees' Retirement Author: Simitian (D) Amends the State Teachers' Retirement Law. Relates to the Defined Benefit Supplement Program and creditable compensation. Relates to receipt of lump-sum payments. Relates to substitute employees' post-retirement compensation.</p> | Non-urgency, fiscal bill. | In Senate: Do pass (39-0) to Assembly on 06/01/2011. In Assembly Appropriations Committee, no hearing scheduled. Pending – Carryover | |

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| | | 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 pay rate changes. | | | |
| <i>Public Employees: Retirement</i> | SB 1176 | Public Employees' Retirement Author: Huff (R) 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. Requires 2/3 vote threshold. | Introduced on 02/22/2012. Referred to Committee on Public Employment & Retirement on 03/01/2012, no hearing scheduled. Pending Note: The text of this bill is identical to AB 2224 (Smyth-R) | |
| <i>Public Employees: Retirement</i> | SCA 18 | Public Employees' Retirement Author: Huff (R) 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. | Non-urgency, fiscal bill. 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. Pending | |
| TRANSPORTATION | | | | | |
| <i>High-Speed Rail</i> | AB 16 | High-Speed Rail Authority Author: Perea (D) 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. | Non-urgency, fiscal bill. | Passed Assembly (57-19) on 06/02/2011. Referred to Senate Committee on Transportation & Housing on 06/16/2011. From Committee: Do pass (7-2) to Appropriations on 06/28/2011. To Inactive File on 09/09/2011. Pending - Carryover | N/A |
| <i>Transportation Agencies</i> | AB 57 | Metropolitan Transportation Commission Author: Beall (D) Requires the Metropolitan Transportation Commission to consist of a specified number of members (21), 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. | Non-urgency, fiscal bill. | In Senate: Passed (34-2), to Assembly for Concurrence; In Assembly: Passed (75-2), to Enrollment, to Governor on 07/05/2012. Signed by Governor, Chaptered by Secretary of State on 07/13/2012. CHAPTERED | N/A |
| <i>High-Speed Rail</i> | AB 145 | High-Speed Rail Author: Galgiani (D); co-author Bonnie Lowenthal (D) 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, | Non-urgency, fiscal bill. | Passed Assembly (57-18) on 06/03/2011. To Senate Committee on Transportation & Housing on 06/16/2011; do pass (5-3) on 07/5/2011; referred to Senate | N/A Metro: "Work With |

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| | | <p>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.</p> <p style="text-align: center;">—AMENDED—</p> <p>Paid Voter Registration Activities Author: Pan (D) Prohibits any person, company, or other organization from agreeing to pay money or other valuable consideration on a per-affidavit basis to any person who assists another person to register to vote by receiving the completed affidavit of registration. Prohibits the receipt of this consideration. Relates to election official notification to a person who assists other to register regarding violations of specified provisions.</p> | | <p>Appropriations Committee. From Committee with author's amendments on 08/06/2012. No hearing scheduled. From Committee with Author's amendments on 08/06/2012. Withdrawn from Appropriations and referred to Rules on 08/08/2012.</p> <p>Pending - Carryover</p> <p><i>Note: Amended. No longer germane.</i></p> | Author" |
| Transportation Financing Criteria | AB 845 | <p>Transportation: Bond Funds Author: Ma (D) 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.</p> | Non-urgency, fiscal bill. | <p>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. From Inactive File to Second Reading on 08/13/2012. Read third time and amended, to Second Reading on 08/14/2012. To Third Reading on 08/15/2012.</p> <p>Pending - Carryover</p> | Metro Supports |
| Parking Requirements | AB 904 | <p>Local Government: Parking Spaces: Minimum Requirements Author: Skinner (D) This bill, commencing on January 1, 2014, would prohibit a city or county from requiring a minimum number of off-street parking spaces in transit-intensive areas, as defined, greater than 2 parking spaces per 1,000 square feet in nonresidential projects of 20,000 square feet or less on a single property, one parking space per unit in non-income-restricted residential projects, and specified portions, as applicable, of a parking space per unit for certain affordable housing projects, except as specified. The bill would also make a statement of legislative findings regarding the application of its provisions to charter cities.</p> | Non-urgency, non-fiscal bill. | <p>In Assembly: Passed (76-0) to Senate on 01/26/2012. Referred to Senate Committee on Energy, Utilities & Communications on 02/16/2012. Amended in Senate to current text and re-referred to Energy, Utilities & Communications Committee on 06/12/2012. Withdrawn on 06/13/2012. Re-referred to Rules on 06/13/2012. Re-referred to Governance & Finance on 06/14/2012. Author's amendments, read second time and amended, and re-referred to Governance & Finance on 06/27/2012. Not heard in Committee on 07/03/2012. Amended by author, read second time and amended, re-referred to Governance & Finance on</p> | League of California Cities Opposes |

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| | | | | 07/05/2012. Pending | |
| <i>Transportation Funding/Subsidies</i> | AB 1229 | Transportation: Finance: Federal Highway Grant Notes Author: Feuer (D) 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. Pending - Carryover | SCAG Supports Metro Supports |
| <i>Transportation Funding</i> | AB 1308 | Highway Users Tax Account Author: Miller (R) and Huff (R), Galgiani (D), Portantino (D) 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. FAILED | SCAG Supports Metro Supports OCTA Supports |
| <i>Metro</i> | AB 1446 | Los Angeles County Metropolitan Transportation Author: Feuer (D) Authorizes the Los Angeles County Metropolitan Transportation Authority (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, and tax repayment for bonded indebtedness, be used to accelerate the completion of specified projects, programs, and operations. Requires the MTA to amend the plan in a specified manner. | Non-urgency, fiscal bill. | In Assembly: Passed (54-17) on 05/21/2012. To Senate Committees on Transportation & Housing and Governance & Finance. From Transportation & Housing: Do pass (7-2) to Governance & Finance on 06/26/2012. From Committee: Do pass (5-2) to Appropriations on 07/03/2012. From Committee: To second reading without further hearings on 08/06/2012. Read second time and amended, to third reading on 08/07/2012. Pending | |
| <i>High-Speed Rail</i> | AB 1455 | High-Speed Rail Author: Harkey (R) 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> FAILED | |
| <i>Metro Gold Line Extension</i> | AB 1600 | Metro Gold Line Foothill Extension Construction Author: Torres (D) 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 a specified transportation authority to assume responsibility for operating all completed phases, and to operate the | Non-urgency, fiscal bill. | In Assembly: Passed (75-0) on 05/31/2012. To Senate Committee on Transportation and Housing. From Transportation & Housing: Do pass (9-0) to Appropriations on 06/26/2012. From Committee: To second reading without further hearings on 08/06/2012. Read second time, to Consent Calendar on | |

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| | | portion of the project located in San Bernardino county. Specifies contracting requirements. | | 08/07/2012. In Senate: Passed (36-0) on 08/09/2012. To Governor. To Governor | |
| <i>Local Transportation Funds</i> | AB 1778 | Local Transportation Funds Author: Williams (D) Provides that local transportation funds in Ventura County would be available solely for transit purposes beginning on a specified date. Provides that any of the funds that remain unencumbered for more than a specified time period be returned to the 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. | In Assembly: Failed passage (31-29) on 05/14/2012. Motion to reconsider on 05/14/2012. Reconsideration granted, in Assembly: Passed (44-29) on 05/31/2012. To Senate Committee on Transportation & Housing on 06/14/2012. Hearing canceled at the request of author on 07/03/2012. Pending | VCTC Opposes |
| <i>HOT Lane Exemption</i> | AB 2405 | Vehicles: High-Occupancy Toll Lanes Author: Blumenfield (D) Creates the Choose Clean Cars Act of 2012. Exempts all of the low emission and hybrid vehicles eligible to use HOV lanes, including vehicles that meet the enhanced AT PZEV standards from toll changes imposed on HOT unless prohibited by federal law. Provides exceptions. Excludes a toll imposed for passage on a toll road, toll highway, or toll bridge that is not a HOT lane from this exemption. | Non-urgency, non-fiscal bill. | Passed Assembly (49-25) to Senate on 04/26/2012. To Senate Committee on Transportation & Housing on 05/03/2012. From Committee with Author's Amendments on 06/04/2012. From Committee: Do pass (5-4) on 06/12/2012. To second reading on 06/27/2012. To third reading on 06/28/2012. Pending | |
| <i>LACMTA (Metro) Contracting</i> | AB 2440 | L.A. County Transportation Authority: Contracting Author: Lowenthal, B. (D) 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 specified amounts. Revises the authority's small business contracting requirements. | Non-urgency, non-fiscal bill. | In Assembly: Passed (54-20) on 05/31/2012. To Senate Transportation and Housing Committee. From Committee: Do pass (8-0) to Appropriations on 07/03/2012. Read second time and amended, re-referred to Appropriations; to second reading without further hearings on 08/06/2012. Read second time, to third reading on 08/07/2012. Pending | |
| <i>Triple Bike Racks</i> | AB 2488 | Vehicle Length Limitation Author: Williams (D) 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. | In Assembly: Passed (73-0) on 04/30/2012. Passed Senate Committee on Transportation & Housing (9-0) on 06/12/2012. In Senate: Passed (36-0) on 06/18/2012. Enrolled on 06/21/2012. To Governor on 06/28/2012. Withdrawn by Governor, ordered returned to Assembly on 07/05/2012. To Governor Pending | |
| <i>Caltrans Construction</i> | AB 2498 | Transportation Department: Manager/General Contractor Author: Gordon (D) Authorizes Caltrans to engage in a Construction Manager/General Contractor project delivery method for projects for the construction of a highway, bridge, or tunnel. Requires the department to submit a report regarding projects using the Construction Manager/General Contractor method by a specified date | Non-urgency, fiscal bill. | In Assembly: Passed (71-0) on 05/25/2012. To Senate Transportation and Housing Committee. From Transportation & Housing: Do pass (9-0) to Appropriations on 06/26/2012. From Committee: Do pass (7-0) as amended on 08/06/2012. In Senate: Read | |

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| | | during construction and after the project has been completed. | | second time and amended, to Third Reading on 08/14/2012. Pending | |
| <i>Transportation: Airports</i> | SB 446 | <p>Ontario International Airport Authors: Dutton (R), Negrete McLeod (D), Carter (D), Jeffries (R), Nestand (R) 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 transition plan to facilitate the sale of or transfer of operational control of the airport and surface transportation access.</p> | Non-urgency, non-fiscal bill. | Passed Senate on (33-1) on 05/31/2011. Referred to Assembly. To Assembly Committee on Local Government; hearing scheduled, 06/27/2012. Pending - Carryover | N/A SANBAG Supports |
| <i>High-Speed Rail</i> | SB 517 | <p>High-Speed Rail Authority Authors: Lowenthal A. (D) and DeSaulnier (D) 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. To Assembly Committee on Transportation on 06/09/2011. In 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. Pending - Carryover | N/A Metro: "Work With Author" |
| <i>Transportation Bonds: High-Speed Rail</i> | SB 985 | <p>Transportation Bonds Author: LaMalfa (R) 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. Remains in Committee. No hearing scheduled. Pending | |
| <i>Statewide Passenger Rail</i> | SB 1117 | <p>Statewide Passenger Rail Transportation Plan Author: DeSaulnier (D) Requires the State Transportation Commission to prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. Requires the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans.</p> <p style="text-align: center;">– AMENDED –</p> <p>Passenger Rail: Planning Author: DeSaulnier (D)</p> | Non-urgency, fiscal bill. | In Senate: Do pass (32-3) to Assembly on 05/30/2012. To Assembly Committee on Transportation on 06/07/2012. Amended by author on 06/26/2012. From Committee: Do pass (10-2) as amended to Appropriations on 07/02/2012. Read second time and amended, re-referred to Appropriations on 07/05/2012. No hearing scheduled. In Committee: To Suspense File on 08/08/2012. Hearing scheduled for 08/16/2012. Pending – Suspense File | |

2012 State Legislative Summary

August 2012

| SUBJECT | BILL NUMBER | BILL SUMMARY | COMMENTS | STATUS | AGENCY POSITIONS |
|--|-------------|--|---|---|--|
| | | Requires the State Transportation Commission to include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services. Requires the requirements for the multi-year state rail plan to require the plan to be consistent with a specified federal act when meeting specified requirements. Relates to blended transportation systems and a related plan. | | | |
| <i>Intercity Rail</i> | SB 1225 | <p>Intercity Rail Agreements Author: Padilla (D)</p> <p>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 3-year period after the transfer. The bill would require the passenger rail equipment used for intercity passenger rail services to be the same type of equipment used on other state-funded intercity passenger rail services.</p> | Non-urgency, fiscal bill. | In Senate: Passed (38-0) on 05/30/2012. To Assembly Committees on Transportation and Local Government on 06/07/2012. From Transportation: Do pass (13-0) to Local Government on 06/25/2012. From Committee: Do pass (8-0) to Appropriations on 07/02/2012. Author's amendments, read second time and amended, re-referred to Appropriations on 08/06/2012. In Committee: To Suspense File on 08/08/2012. Hearing scheduled for 08/16/2012. Pending – Suspense File | SCAG Supports LOSSAN Supports Metro Supports OCTA Supports VCTC Supports |
| <i>Transportation Project Delivery</i> | SB 1549 | <p>Transportation Project: Construction Manager/Contractor Author: Vargas (D)</p> <p>Allows the San Diego Association of Governments to utilize alternative project delivery methods for public transit projects. 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 Web site. Requires the San Diego Association of Governments to pay fees related to these projects into the State Public Works Enforcement Fund. Makes an appropriation. Provides for prevailing wage.</p> | Non-urgency, fiscal bill. | In Senate: Passed (38-0) on 05/31/2012. To Assembly Committee on Local Government. From Committee: Do pass (9-0) to Transportation on 06/27/2012. From Committee: Do pass (12-0) to Appropriations on 07/02/2012. Read second time and amended, re-referred to Appropriations on 07/05/2012. Author's amendments, read second time and amended, re-referred to Appropriations on 08/06/2012. In Committee: Not heard on 08/08/2012. Hearing scheduled for 08/16/2012. Pending | |
| <i>Transportation Funding</i> | ACA 23 | <p>Local Government Transportation Projects: Special Taxes: Voter Approval Author: Perea (D)</p> <p>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.</p> | Non-urgency, non-fiscal bill. Requires 2/3s vote threshold. | Introduced on 02/23/2012. To Assembly Committees on Local Government and Appropriations on 06/11/2012. From Local Government: Be adopted (6-3) to Appropriations on 06/27/2012. In Committee: To Suspense File on 08/08/2012. Hearing scheduled for 08/16/2012. Pending – To Suspense File | |