

MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Glen Becerra, Simi Valley

First Vice President
Greg Pettis, Cathedral City

Second Vice President
Carl Morehouse, San Buenaventura

Immediate Past President
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Glen Becerra, Simi Valley

Policy Committee Chairs

Community, Economic and
Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County
Transportation Commission

Tuesday, October 16, 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

(213) 236-1800

Videoconference Available

San Bernardino SCAG Office

1170 W. 3rd Street, Suite140

San Bernardino, CA 92410

Imperial County SCAG Office

1405 N. Imperial Avenue, Suite 1

El Centro, CA 92243

Teleconference Also Available

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

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

www.scag.ca.gov/committees

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Legislative/Communications and Membership Committee

October 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. Margaret Clark
Rosemead City Hall
8838 E. Valley Blvd.
Rosemead, CA 91770

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

Alan Wapner
Ontario City Hall
303 East B Street,
Ontario, CA 91764

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA OCTOBER 16, 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 September 18, 2012 Meeting **Attachment 1**

ACTION ITEMS

2. SCAG Membership and Sponsorships: **Attachment 5**
- METRANS Transportation Center Associates Program Membership (\$25,000);
 - 2012 Long Beach Jobs Summit (\$2,000);
 - Los Angeles County Business Federation (\$5,000).
- (Sylvia Patsouras, Acting Director)*
3. SB 535 (DeLeon) – California Global Warming Solutions Act of 2006 **Attachment 8**
(Sharon Neely, Chief Deputy Executive Director)

INFORMATION/DISCUSSION ITEMS

4. Federal & State Legislative Update **Attachment 13**
(Sharon Neely, Chief Deputy Executive Director)
5. Strategy, Policy & Public Affairs Update **Oral Update**
(Sylvia Patsouras, Acting Director)

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA OCTOBER 16, 2012

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, November 20, 2012 at the SCAG Los Angeles office.

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

September 18, 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 September 18, 2012 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Bruce Barrows, District 23
Hon. Glen Becerra, District 46
Hon. Margaret Clark, District 32 (**Teleconference**)
Hon. Leslie Daigle, District 15 (**Teleconference**)
Hon. Gene Daniels, District 24
Hon. Margaret Finlay, District 35 (**Teleconference**)
Hon. Larry McCallon, District 7
Hon. Judy Mitchell, District 40
Hon. Shawn Nelson, District 4 (**Teleconference**)
Hon. Pam O'Connor, District 41
Hon. Greg Pettis, District 2
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 August 21, 2012 Meeting

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

ACTION ITEMS

2. SCAG Sponsorship: Active Transportation Forum

Sylvia Patsouras, Acting Director, presented the Committee with the University of California, Irvine's Active Transportation Forum sponsorship request. The purpose of the forum is to promote public health and active transportation, which aligns with two of SCAG's subcommittees goals for implementation of the Regional Transportation Plan (RTP).

A motion was made (Pettis) to recommend approval of the SCAG Sponsorship: Active Transportation Forum. Motion was SECONDED (Finlay) and unanimously approved by roll call vote.

4. 2016-2035 Draft RTP/SCS Milestone Schedule

Sharon Neely, Chief Deputy Executive Director, presented to the Committee SCAG's Draft Preliminary Schedule for Development of the 2016-2040 RTP/SCS and explained that since the completion of the 2012-2035 RTP/SCS, Executive Director, Hasan Ikhata, and staff have discussed refining the public comment process and hope to gain input from key stakeholders on what SCAG could do to improve the overall planning process for the 2016 RTP/SCS. SCAG's partner agencies, member cities, subcommittees, and Regional Council will all be asked for suggestions and recommendations to the Draft Schedule.

5. Federal & State Legislative Update

Sharon Neely, Chief Deputy Executive Director, reported that SCAG has sent letters of support to Sacramento on legislation recommended and approved by the Regional Council. Two bills were specifically mentioned, SB 1225 (Padilla) and SB 1156 (Steinberg). Ms. Neely expressed concern that SB 1225 may not be signed by the Governor because the Department of Finance has concerns with the bill, and reported that SCAG is currently working with other partner agencies to address those issues with the administration. As a leadership sponsored bill, SB 1156 (Steinberg) may be approved despite addressing alternative financing authority conferred upon local government in the wake of RDA elimination.

Ms. Neely also briefed the Committee on the release of the Legislative Analyst Office (LAO) budget assessment. The analysis addresses how the State will fill the \$16.4 billion budget gap, and focuses awareness on the assumption that voters will approve Proposition 30 on the \$6 billion of that gap. Staff will keep the Committee updated on the voter's poll status.

On the Federal side, Ms. Neely shared that she attended the 2012 Freight Conference in Ohio. One leading topic was how all Metropolitan Planning Organizations (MPO) can work together on the next reauthorization on freight funding. In relation to this topic, Caltrans has been hosting regular meetings, which SCAG has been participating in along with other agencies to discuss how to implement MAP 21. Since the two year bill will begin on October 1st and many programs will be consolidated and eliminated, staff will be assessing how this will affect SCAG and the region.

Legislative/Communications & Membership Committee Minutes

Due to expiration of the current continuing resolution providing government expenditure authority, and the end of the Federal fiscal year on September 30th, the Senate is expected to approve a six (6) month continuing resolution for FY13. Ms. Neely informed the committee that presently it is unknown whether sequestration cuts will occur, and what the impacts of those cuts would be on transportation, or whether negotiated budget cuts will be agreed upon during by the lame duck session Congress.

6. Strategy, Policy and Public Affairs

Sylvia Patsouras, Acting Director, reported that Executive Director, Hasan Ikhata is currently in the process of meeting with City Managers individually from each county, and will host an All City Managers Meeting later this fall. Mrs. Patsouras also mentioned that SCAG is in the process of preparing for the six (6) new subcommittee meetings, and also organizing one-on-one new Regional Council and Policy Committee member orientation meetings with Executive management.

The General Assembly will be hosted at the JW Marriot Desert Springs Resort and Spa on May 2 – 3, 2013. This venue was chosen for its ability to accommodate the size of expected attendees, and its updated meeting room facilities.

3. President Becerra Initiatives-Update

Glen Becerra, SCAG President, briefed the committee on the upcoming Regional Council meeting on October 4th. At the request of Councilmember Dennis Zine, an invitation was extended to all of SCAG's county Sheriffs, Probation Officers, and District Attorneys to discuss the implications of the passage of this legislation and the shift in state policy. Councilmember Becerra acknowledges there is disagreement within the six counties as to how to handle the impacts of AB 109, but hopes to create a conversation that will lead to the production of ideas leading towards a solution; whether it is sending a letter to the Governor or generating new legislation. Councilmember Becerra also announced SCAG's annual Economic Summit will be taking place on December 6th at the Bonaventure Hotel in Downtown LA. The goal this year is to extend an invitation to every legislator in the State Senate and Assembly in the SCAG region. Councilmember Becerra encouraged the Committee to reach out to the elected officials from their own cities and invite them personally to draw in more attendees that have an influence in Sacramento.

The last item Councilmember Becerra brought to the Committee for discussion was the idea of changing the title of the agency. Stakeholders and partner agencies have commented that the SCAG acronym carries a negative overtone, and he asked the Committee for their thoughts.

The Committee responded that since SCAG is now recognized in a positive light, to change the name presently would be counterproductive.

FUTURE AGENDA ITEMS

None.

Legislative/Communications & Membership Committee Minutes

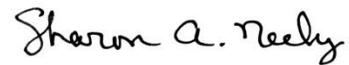
ANNOUNCEMENTS

None.

ADJOURNMENT

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 am – 10:00 am, Tuesday, November 20, 2012 at the SCAG Los Angeles office.

Reviewed by:



Sharon A. Neely

Chief Deputy Executive Director

REPORT

DATE: October 16, 2012

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Sylvia Patsouras; Acting Director, Strategy, Policy & Public Affairs; (213) 236-1806; patsour@scag.ca.gov

SUBJECT: SCAG Memberships & Sponsorships

RECOMMENDED ACTION:

Approve.

EXECUTIVE SUMMARY:

Approve up to \$32,000 in memberships and sponsorships for: 1) METRANS Transportation Center Associates Program Membership (\$25,000); 2) 2012 Long Beach Jobs Summit (\$2,000); and 3) 2012-2013 Los Angeles County Business Federation (BizFed) Bronze Level Membership (\$5,000).

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; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

METRANS Transportation Center Associates Program Silver Partner Membership (\$25,000)

The METRANS Transportation Center is one of the premier transportation research, education, and outreach centers in the United States. With its focus on solving transportation problems of large metropolitan areas, it has used Southern California as a laboratory and developed methods to increase the efficiency and sustainability of the region’s transportation systems. As a partnership of two of the largest universities in the region—University of Southern California (USC) and California State University, Long Beach (CSULB)—the Center trains the region’s transportation professionals in engineering, urban planning, logistics, economics and public policy. Through conferences, workshops, and comprehensive media programs, METRANS serves as the regional focus for research dissemination and policy outreach. METRANS is a United States Department of Transportation-designated University Transportation Center.

The METRANS Associates Program provides the core support for METRANS. It serves as a model of collaboration between the University community, corporations, and government agencies who come together to study emerging trends and forecasts in goods movement and international trade, discuss relevant and timely developments in transportation policy, and share best practices in the field. METRANS Associates enjoy unparalleled access to USC and CSULB faculty and other policy experts and leaders in transportation. Additionally, METRANS Associates receive access to exclusive

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educational opportunities and outreach programming that explore timely and relevant topics in transportation, and provide access to an elite network of professionals working in the field. METRANS Associates also have access to the intellectual capital provided by graduate students and faculty at USC and CSULB, who are available to assist with a variety of planning and analysis projects within transportation.

A Silver Partner sponsorship of \$25,000 of the METRANS Associates Program includes:

- Membership on the METRANS Advisory Board;
- Invitation to the annual Transportation Policy Retreat;
- Invitation to quarterly transportation policy Fireside Chats with USC and CSULB faculty and other leading transportation experts;
- Half page feature in METRANS quarterly newsletter, METRANS News;
- Free registration at all METRANS/CSULB Center for International Trade and Transportation (CITT) events, including the National Urban Freight Conference;
- Recognition as METRANS Associate Silver Partner and Sponsor at all METRANS/CITT events, including the National Urban Freight Conference, Town Hall meetings, and the annual Seminar Series;
- Invitation to all VIP receptions held in conjunction with METRANS/CITT events; and
- Recognition on METRANS website and other communication materials.

SCAG has supported METRANS over the past several years by being a sponsor of the National Urban Freight Conference. With this enhanced partnership with METRANS, SCAG would no longer have to sponsor that event as its benefits, as well as registration, are included with the overall sponsorship of the METRANS program. SCAG has written many letters of support on their behalf, which have contributed to their success in competing for state and federal research grants. In addition, METRANS has supported SCAG activities in the past, and a number of former interns at SCAG were from the METRANS Transportation Center.

2012 Long Beach Jobs Summit (\$2,000)

The 2012 Long Beach Jobs Summit, “Getting Back to Work 2012: Summit on Good Jobs and Small Business in Long Beach,” will take place at the Long Beach Convention Center on Saturday, November 17, 2012 from 9:00 AM – 4:00 PM. The purpose of the summit is to bring together job seekers, small businesses, government leaders, community groups, and non-traditional partners to discuss resources and policies that influence and impact job seekers and businesses and the summit will explore opportunities for job creation in healthcare and green industries. This year, the summit will include a presentation from the Employment Development Department on the local employment landscape, three workshop break-outs, a policy luncheon featuring a panel of notable workforce, community, labor, and elected leaders, and finally a resource and networking fair for small businesses and job seekers. A \$2,000 sponsorship will identify SCAG as a co-sponsor of this year’s summit, with 350 participant anticipated.

Los Angeles County Business Federation (\$5,000)

A 2012 – 2013 \$5,000 Bronze Level Membership of the Los Angeles County Business Federation (BizFed) will give SCAG a seat on the BizFed Board of Directors as well as a seat on the BizFed

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Advocacy Committee. BizFed is made up of 94 business associations representing over 160,000 companies throughout the Los Angeles region, along with Southern California's leading civic-minded corporations and public agencies. This membership will allow SCAG access to BizFed's massive business networks to actively promote SCAG's initiatives as part of the agency's ongoing work on the Southern California Economic Recovery & Job Creation Strategy.

FISCAL IMPACT:

Up to \$32,000 (these funds are included in the approved FY13 budget).

Reviewed by:



Director, Strategy, Policy & Public Affairs

Reviewed by:



Chief Financial Officer

REPORT

DATE: October 16, 2012

TO: Legislative/Communications and Membership Committee (LCMC)

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

Sharon A. Neely

SUBJECT: Senate Bill 535 (De León) – California Global Warming Solutions Act of 2006;
Greenhouse Gas Reduction Fund

RECOMMENDED ACTION:

Recommend that the Regional Council authorize SCAG to work with stakeholders to help identify disadvantaged communities for the purposes of SB 535, and to support the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process for allocating cap and trade revenues.

EXECUTIVE SUMMARY

SB 535 (de León), enacted on September 30, 2012, requires that the California Environmental Protection Agency (CalEPA) identify disadvantaged communities for investment opportunities, requires the Department of Finance to allocate 25% of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities, and to allocate a minimum of 10% of the available moneys in the Greenhouse Gas Reduction Fund to projects located within disadvantaged communities. These provisions afford the first opportunity for input into the process that will eventually determine how certain cap and trade revenues are allocated for benefit of disadvantaged communities throughout the region. These communities shall be identified by CalEPA based on geographic, socioeconomic, public health, and environmental hazard criteria. Staff seeks direction to consider and forward factors for consideration by the CalEPA to identify disadvantaged communities for investment opportunities, as well as authorization to work with stakeholders to promote the inclusion of statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria and process as part of the overall statewide investment plan that will allocate cap and trade revenues.

SENATE BILL 535

SB 535 (de León) requires that the investment plan developed and submitted to the Legislature pursuant to AB 1532 allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to identified disadvantaged communities; and a minimum of 10% of the available moneys in the fund to projects located within identified disadvantaged communities. The bill requires CalEPA to identify disadvantaged communities for investment opportunities. While the bill does not specifically define ‘disadvantaged communities’, it requires disadvantaged communities to be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, which may include either of the following:

1. Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public effects, exposure, or environmental degradation; and,
2. Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Additionally, the bill requires the investment plan related to the Greenhouse Gas Reduction Fund (GHGR) to include all of the following allocations:

1. A minimum of 25% of the available moneys in the fund to projects that provide benefits to identified disadvantaged communities; and,
2. A minimum of 10% of the available moneys in the fund to projects located within identified disadvantaged communities. This minimum 10% allocation may be for projects included, in whole or in part, in the set of projects supported by the minimum 25% allocation described above.

SB 535 is co-sponsored by the California Environmental Justice Alliance, Coalition for Clean Air, Ella Baker Center, Greenlining Institute, NAACP, and the National Resource Defense Council, and has been supported by numerous health and environmental organizations throughout the legislative process. Opposition to the bill was registered from numerous business community groups including the California Chamber of Commerce, California Building Industry Association, and others. The bill was amended numerous times late in session, and thus recorded support and opposition reflects the positions of organizations at different times through the legislative process. However, no state or local transportation stakeholders have taken a position on SB 535, including any members of the statewide transportation coalition that promulgated cap and trade principles that SCAG supports; neither has a Council of Government, nor any other city or local government organization. As previously reported to this committee, San Diego Association of Government (SANDAG) and Metropolitan Transportation Commission (MTC) have approved principles with respect to use of cap and trade revenues generally consistent with the coalition principles supported by SCAG, but neither has taken a position on SB 535.

The South Coast Air Quality Management District (SCAQMD) is in support of the bill, citing bill provisions in alignment with SCAQMD priorities, which are consistent with longstanding SCAG air quality and environmental mitigation objectives, including:

- Providing support/funding to areas disproportionately affected by environmental pollution that can lead to negative public health effects and exposure.
- The elimination of adverse environmental and/or economic impacts on environmental justice communities.
- The promotion of co-benefits, i.e. the simultaneous reduction of multiple types of emissions, including those of GHG, criteria pollutants, and toxic air contaminants.

Efforts by many of our partner agencies concerning implementation of SB 535 and how it impacts the overall process of revenue allocation and project selection appear to be early in the formative stage because this bill has passed so recently at the end of session.

SCAG CAP & TRADE PRINCIPLES POLICY ACTION

At its October 4, 2012 meeting the Regional Council adopted the recommendation of the Legislative/Communications & Membership Committee to support the principles for Cap and Trade Auction Revenues promulgated by a statewide transportation coalition consisting of the League of California Cities, the California State Association of Counties, California Alliance for Jobs, California Transit Association, and Transportation California.

As a reminder, these Coalition principles consist of the following:

1. Dedicate the allocation of 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. Project-funding determinations should be done at the regional level under established statewide criteria to encourage local innovation and flexibility.

The requirements of SB 535 to direct 25% of GHGR fund revenues to benefit disadvantaged communities as well as 10% to be spent within disadvantaged communities are not oppositional to the adopted coalition principles enumerated above. However, there is some question as to whether such determination—both from standpoint of project criteria and selection—will include transportation-specific projects within and beneficially impacting disadvantaged communities commensurate with the impact that the transportation sector has upon emitting GHGs.

STAFF RECOMMENDATIONS ON IMPLEMENTATION

The most immediate step in the implementation of SB 535 is, pursuant to bill provisions, determination by the CalEPA of what constitutes a ‘disadvantaged community’ for purposes of the bill, which specifies certain factors CalEPA must consider, and others that it may consider as described in the above bill summary. It is presupposed that CalEPA likely will consider an analytical tool they are developing (the *California Communities Environmental Health Screening Tool [CalEnviroScreen]*) in making this determination. CalEPA has been conducting statewide workshops on this tool through September and will issue its final report later this year, though the date has not yet been determined.

Staff has reviewed the factors CalEPA is evaluating to determine communities that are facing disproportionately high cumulative impacts of pollutants on communities, including factors related to exposure to pollutants (PM 2.5, ozone, traffic density, etc.), public health effects (asthma ER rates, cancer/heart disease mortality rates, etc.), environmental effects (brown fields, impaired water bodies, solid/hazardous waste facilities, etc.); as well as population characteristics including sensitive populations and socio-economic factors. Staff notes that on the areas disproportionately affected by environmental pollution or hazards, pursuant to SB 535, these could be identified through several different ways. Staff recommends that SCAG work with the CalEPA and other stakeholders to ensure the following considerations are included within the process of final determination of what disadvantaged communities consist of:

- First, that disadvantaged communities should include “areas with high levels of criteria pollutant concentration (e.g., ozone, PM2.5)” due to the associated health impacts. In fact, these areas are generally correlated to the “areas with high risks of cancer or respiratory hazard.”
- Second, communities adjacent to transportation facilities could be disproportionately affected due to air pollution and noise impacts. This is particularly the case for “areas within 500 feet of high-volume freeways or other roadways” based on the results of many research over the past decade. In addition, since goods movement and logistic facilities are major generators of pollution and source of health hazards, “areas surrounding major goods movement facilities and along the freight corridors, including all modes” should be included as part of the disadvantaged communities.
- Third, areas with high noise levels due to roadways or airports should also be considered.

The public comment period for CalEPA to receive comments has been extended until October 16, 2012. There is no fixed date yet for issuance of its final report. CalEPA staff has informed that it will have a statewide meeting in December to discuss revisions in response to the comments it receives. Staff recommends authorization for SCAG to forward these considerations to CalEPA and follow up at the December revisions meeting to provide any assistance to assure full consideration by CalEPA of these factors for determination of disadvantaged communities. Staff believes that consideration of the above factors in CalEnviroScreen will support both the communities in most need, which suffer from the highest concentrations and levels of exposure to criteria pollutants as well as highest traffic densities, as well as most deserving projects throughout the region.

Additionally, the bill is legislatively tied to enactment of AB 1532 (Nunez), also chaptered on September 30, 2012, which establishes a three-year investment plan to set procedures for the investment of revenues derived from cap and trade (including investment within and for benefit of disadvantaged communities pursuant to SB 535, as well as for transportation and other purposes.) AB 1532 requires the Department of Finance (DOF), in consultation with ARB (and any other relevant state entity), to develop and submit a three-year investment plan to the Legislature for the May Revise (May 1, 2013). Beginning in the FY 2016-17 budget and every three years thereafter, DOF is required to include updates to the investment plan. All money must be appropriated through the annual Budget Act consistent with the investment plan. ARB is required under the bill to conduct two public workshops in different regions of the state and one public hearing on the proposed investment plan prior to the submission of the plan by DOF, but does not specify dates and ARB has not yet established the date and location of these workshops.

Staff recommends authorization for SCAG to work with ARB, DOF, as well as transportation, local government, environmental, and other stakeholders to include the objectives of the statewide transportation coalition principles, which include adopted regional sustainable communities strategies, into the project selection criteria for projects funded by cap and trade revenues, to be incorporated into the investment plan submitted by DOF to the Legislature for funding through the budget process. Transportation comprises approximately 40% of the state's share of GHG emissions in total; thus, recognizing that cap and trade represents the only new significant funding source to reduce GHG emissions, the transportation sector and low-carbon transportation improvements should receive a substantial share of proceeds from the cap and trade program.

REPORT

DATE: October 16, 2012

TO: Legislative/Communications & Membership Committee (LCMC)

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

SUBJECT: End-of-Session Legislative Summary

Sharon A. Neely

RECOMMENDED ACTION:

Information only; no action required.

EXECUTIVE SUMMARY:

Sunday, September 30, 2012 was the last day for the Governor to sign or veto bills passed by the Legislature before September 1, 2012 and in the Governor's possession on or after September 1, 2012. This report serves as a brief update of Legislature action on those bills upon which SCAG has been actively involved.

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:

Sunday, September 30, 2012 was the last day for the Governor to sign or veto bills passed by the Legislature before September 1, 2012 and in the Governor's possession on or after September 1, 2012. The attached matrix summarizes the key bills that SCAG is supporting, opposing, and monitoring.

It is disappointing that the Governor vetoed the bills noted below that provided alternatives to municipalities with the elimination of RDA. Below is a quick update of Legislature action on those bills upon which SCAG has been actively involved:

- AB 1532 (J. Perez) – Greenhouse Gas Reduction Fund Investment Plan and Communities Revitalization Act. Creates the Greenhouse Gas Reduction Fund Investment Plan and Communities Revitalization Act to set procedures for the investment of regulatory fee revenues derived from the auction of greenhouse gas (GHG) allowances pursuant to the cap and trade program adopted by the Air Resources Board (ARB) under the California Global Warming Solutions Act of 2006 (AB 32). *Signed by the Governor on September 30, 2012. Chapter Law 807*
- AB 2026 (Fuentes) – Income Taxes: Credits: Film: Extension. Extends the operation of the California Motion Picture Tax Credit (Film Tax Credit) for two years, thereby authorizing the allocation of an additional \$100 million annually in tax credits to qualified productions from July 1, 2015, until July 1, 2017. *Signed by the Governor on September 30, 2012. Chapter Law 841.*
- AB 2405 (Blumenfeld) - Choose Clean Cars Act of 2012 Exempts qualifying clean alternative fuel vehicles from toll charges imposed on single-occupant vehicles in high-occupancy toll (HOT) lanes, unless prohibited by federal law. *Signed by the Governor on September 27, 2012. Chapter Law 674.*

- AB 2488 (J. Perez) – Vehicle Length Limitation Extends the allowable length of a public bus owned and operated by the Gold Coast Transit (Gold Coast), by four inches, for a bike rack mounted on the front of it. The additional length would allow for the use of bike racks that carry three bikes. *Signed by the Governor on September 19, 2012. Chapter Law 376.*
- AB 2656 (Calderon) – Job and Trade Competiveness Act. This bill authorizes the California Transportation Financing Authority to award \$500 million in tax credit certificates to exporters and importers who meet specified criteria. *Failed to pass both houses by August 31, 2012.*
- SB 214 (Wolk) – Infrastructure Financing Districts. This bill eliminates the voter approval requirement for a city or county to create an infrastructure financing district (IFD) and expands the types of projects that may be financed by an IFD. *Vetoed by the Governor on September 29, 2012. In vetoing this bill supported by local governments and by SCAG, the Governor offered the following rationale, noting that “...expanding the scope of IFD's is premature. This measure would likely cause cities to focus their efforts on using the new tools provided by the measure instead of winding down redevelopment. This would prevent the state from achieving the General Fund savings assumed in this year's budget.”*
- SB 1156 (Steinberg) – Sustainable Communities Investment Program. This bill allows local governments to establish a Sustainable Communities Investment Authority (Authority) to finance specified activities within a sustainable communities’ investment area. *Vetoed by the Governor on September 29, 2012. In vetoing this bill, supported by the legislative leadership, the Governor again expressed his preference to complete the process of eliminating current redevelopment agencies prior to considering other forms of local government investment authority; from the veto message, “...I prefer to take a constructive look at implementing this type of program once the winding down of redevelopment is complete and GF savings are achieved. At that time, we will be in a much better position to consider new investment authority. I am committed to working with the Legislature and interested parties on the important task of revitalizing our communities.”*
- SB 1225 (Padilla) – Intercity Passenger Rail Act of 2012. Authorizes, until June 30, 2015, the California Department of Transportation (Caltrans) to enter into an interagency transfer of services agreement (ITA) with a joint powers agency (JPA) for the administration of intercity passenger rail service. Refers specifically to the Los Angeles-San Diego-San Luis Obispo corridor. *Signed by the Governor on September 29, 2012. Chapter Law 802*
- SB 1572 (Pavley) - California Global Warming Solutions Act of 2006: AB 32 Investment Fund. Specifies expenditure of funds derived from the auction of greenhouse gas (GHG) allowances pursuant to the cap-and-trade program adopted by the Air Resources Board (ARB) pursuant to AB 32 (2006). *Failed to pass both houses by August 31, 2012.*

Additionally, there are two other bills of potential impact to the region that SCAG did not take an active position upon which have been recently signed into law by the Governor:

- AB 1446 (Feuer) – Los Angeles County Measure R Extension. Allows the Los Angeles County Metropolitan Transportation Authority (Metro) to extend the length of Measure R (subject to voter approval). Signed by the Governor on September 30, 2012. Chapter Law 806;
- SB 535 (de Leon) - California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Requires the investment plan related to the Greenhouse Gas (GHG) Reduction Fund (GHGR Fund) that is developed and submitted to the Legislature pursuant to AB 1532 (John A. Pérez) to allocate: 1) a minimum of 25% of the available moneys in the fund to projects that provide benefits to identified disadvantaged communities; and, 2) a minimum of 10% of the available moneys in the fund to projects located within identified disadvantaged communities. This bill is contingent on the

REPORT

enactment of AB 1532. Signed by the Governor on September 30, 2012. Chapter Law 830. Staff will return to the November Board meeting with recommendations on how to work with Air Resources Board on implementation of this bill in Southern California disadvantaged communities.

ATTACHMENT:

None.

California Legislative Matrix

October 2012

TRANSPORTATION High-Speed Rail Authority

AB 16

Author
Perea

Party
D

Location
SIGNED & CHAPTERED

Positions

Bill Summary

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. Provides that these provisions do not create a private right of action in any civil litigation.

Recent Activity

In Assembly: Do pass (57-19) on 06/02/2011. In Senate: Passed (25-10), to Assembly for Concurrence on 08/28/2012. Assembly concurred in Senate amendments on 08/29/2012. Signed by Governor; Chaptered by Secretary of State on 09/21/2012.

TRANSPORTATION Metropolitan Transportation Commission

AB 57

Author
Beall

Party
D

Location
SIGNED & CHAPTERED

Positions

Bill Summary

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.

Recent Activity

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

FINANCE

AB 232

Author
Perez, V.M.

Party
D

Location
SIGNED & CHAPTERED

Positions
SCAG: Watch

Community Development Block Program: Funds

Bill Summary

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.

Recent Activity

In Assembly: Passed (75-0) to Senate on 01/26/2012. In Senate: Passed (37-0), to Assembly for concurrence on 08/22/2012. Assembly concurred in Senate amendments on 08/24/2012. Signed by Governor; Chaptered by Secretary of State on 09/19/2012.

RETIREMENT

AB 340

Author
Furutani

Party
D

Location
SIGNED & CHAPTERED

Positions

Public Employees' Retirement

Bill Summary

Revises the Public Employees' Retirement Law to include defined pension plan retirement formulas, retirement health benefits vesting schedule, and the final compensation determination for retirement. Revises the Teachers' Retirement Law to include creditable compensation definition and the retirement formula. Relates to nonqualified service credit, the refund of retirement payments for removal upon felony conviction, and the prohibition of a variety of payments under the County Employees' Retirement Law.

Recent Activity

In Senate: Passed (25-15), to Assembly for concurrence on 09/08/2011. Assembly refused to concur in Senate amendments on 09/09/2011. From Conference Committee on 08/28/2012. Assembly and Senate both adopted Conference Committee report on 08/31/2012. Signed by Governor; Chaptered by Secretary of State on 09/12/2012.

GOVERNMENT

AB 441

Author
Monning

Party
D

Location
SIGNED & CHAPTERED

Positions

Transportation Planning

Bill Summary

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.

Recent Activity

In Assembly: Passed (50-23) to Senate on 01/26/2012. In Senate: Passed (23-14), to Assembly for concurrence on 08/22/2012. Assembly concurred in Senate amendments on 08/24/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/19/2012.

California Legislative Matrix

October 2012

FINANCE AB 796 Author Blumenfield Location VETOED Positions	Party D	Clean Energy Economy and Jobs Incentive Program Bill Summary 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 to eligible state-based entities for the manufacturing of an eligible clean energy technology project. Establishes a related fund. Requires the moneys in the fund be utilized to implement the program.	Recent Activity In Assembly: Do pass (62-14) to Senate on 006/01/2011. In Senate: Passed (31-2), to Assembly for concurrence on 08/29/2012. Assembly concurred in Senate amendments on 08/30/2012. Vetoes by Governor on 09/27/2012.
ENVIRONMENT AB 890 Author Olsen Location SIGNED & CHAPTERED Positions	Party R	Environment: CEQA Exemption: Roadway Improvement Bill Summary 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 carried by a city or county to improve public safety meeting specified requirements. Requires a local agency that approves and determines to carry out the project, to file a specified notice with the Office of Planning and Research and with the county clerk of the project county.	Recent Activity In Assembly: Passed (54-9) to Senate on 01/26/2012. In Senate: Passed (33-2), to Assembly for concurrence on 08/29/2012. Assembly concurred in Senate amendments on 08/30/2012. Signed by Governor; Chaptered by Secretary of State on 09/25/2012.
TRANSPORTATION AB 1446 Author Feuer Location SIGNED & CHAPTERED Positions	Party D	Los Angeles County Metropolitan Transportation Authority: Transactions and Use Tax Bill Summary Authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose the transactions and use tax beyond its current duration, subject to voter approval. Requires the MTA to secure bonded indebtedness payable from the proceeds of the tax. 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 use remaining taxes for long-term projects.	Recent Activity In Assembly: Passed (54-17) on 05/21/2012. In Senate: Passed (24-13), to Assembly for Concurrence on 08/20/2012. Assembly concurred in Senate amendments on 08/22/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/30/2012.
ENVIRONMENT AB 1532 Author Perez Location SIGNED & CHAPTERED Positions	Party D	Global Warming Solutions Act: Greenhouse Gas Reduction Bill Summary Requires that the moneys in the Greenhouse Gas Reduction Fund to be used for specified purposes. Requires specified agencies to allocate those moneys to measures and programs that meet specified criteria. Requires the development of methodology identifying priority community areas for investment opportunities and investment plans. Requires the submission of a budget that includes appropriations for such investments by the Governor. Requires related reports and the holding of a public hearing.	Recent Activity In Assembly: Passed (49-27) on 05/29/2012. In Senate: Passed (21-15), to Assembly for concurrence on 08/31/2012. Assembly concurred in Senate amendments on 08/31/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/30/2012.
GOVERNMENT AB 1585 Author Perez, J. Location SIGNED & CHAPTERED Positions	Party D	Community Development Bill Summary Makes conforming changes to clarify that specified provisions of the Community Redevelopment Law relating to the Low and Moderate Income Housing Fund apply for purposes of funding administrative and planning costs associated with the implementation of law that authorizes the city, county, or city and county that authorized the creation of a redevelopment agency to retain the housing assets, functions, and powers previously performed by the redevelopment agency, excluding amounts on deposit in the fund.	Recent Activity In Assembly: Do pass to Senate (58-7) on 03/26/2012. In Senate: Passed (22-5), to Assembly for concurrence on 08/30/2012. Re-referred to Assembly Committee on Housing & Community Development on 08/30/2012. In Committee: Recommend concurrence in Senate Amendments (5-2) on 08/30/2012. Assembly concurred in Senate amendments on 08/30/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/29/2012.
TRANSPORTATION AB 1600 Author Torres Location SIGNED & CHAPTERED Positions	Party D	Metro Gold Line Foothill Extension Construction Bill Summary 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 portion of the project located in San Bernardino county. Specifies contracting requirements.	Recent Activity In Assembly: Passed (75-0) on 05/31/2012. In Senate: Passed (36-0) on 08/09/2012. Signed by Governor; Chaptered by Secretary of State on 08/27/2012.

California Legislative Matrix

October 2012

ENVIRONMENT AB 1665 Author Galgiani Location SIGNED & CHAPTERED Positions	California Environmental Quality Act: Exemption Bill Summary Amends the California Environmental Quality Act (CEQA). Exempts from the CEQA the closure of a railroad crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. Requires a state agency that determines such a project is not subject to the Act, to file a specified notice with the Office of Planning and Research and the county clerk in the county in which the project is located.	Recent Activity In Assembly: Passed (51-22) on 05/21/2012. In Senate: Passed (28-8), to Assembly for concurrence on 08/20/2012. Assembly concurred in Senate amendments on 08/22/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/28/2012.
GOVERNMENT AB 1744 Author Lowenthal, B. Location SIGNED & CHAPTERED Positions	Employee Compensation: Itemized Statements Bill Summary 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 and total hours worked for each legal entity. Provides an exception. Requires a temporary service employer, staffing agency, or professional employer organization, that the notice include specified business information and any other information the Labor Commissioner deems material and necessary.	Recent Activity In Assembly: Do pass (49-26) to Senate on 05/30/2012. In Senate: Passed (21-13), to Assembly for concurrence on 08/31/2012. Assembly concurred in Senate amendments on 08/31/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/30/2012.
ECONOMY AB 2026 Author Fuentes Location SIGNED & CHAPTERED Positions SCAG: Support	Income Taxes: Credits: Film: Extension Bill Summary This bill, under the Personal Income Tax Law and the Corporation Tax Law, would impose additional duties on the California Film Commission related to the administration of the credits and would extend the requirement to allocate the tax credits 2 additional years, until July 1, 2017. This bill would also extend the limit on the aggregate amount of credits that may be allocated through the 2016-17 fiscal year. This bill would also require assigning qualified taxpayers to provide the Franchise Tax Board with specified information, would revise the information included in an application for a tax credit allocation, and require the Legislative Analyst's Office to prepare reports related to the effectiveness and administration of the qualified motion picture credit under the Sales and Use Tax Law, the Personal Income Tax Law, and the Corporation Tax Law. This bill would require the California Film Commission to annually post on its Internet Web site and make available for public release specified information, including a list of qualified taxpayers and the tax credit amounts allocated to each qualified taxpayer by the commission.	Recent Activity In Assembly: Passed (75-4) on August 16, 2012. In Senate: Passed (33-2), to Assembly for concurrence on 08/31/2012. Assembly concurred in Senate amendments on 08/31/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/30/2012.
FINANCE AB 2144 Author Perez, J. Location VETOED Positions	Infrastructure and Revitalization Financing Districts Bill Summary 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.	Recent Activity In Assembly: Do pass (50-25) to Senate on 05/21/2012. In Senate: Passed (23-23), to Assembly for concurrence on 08/23/2012. Assembly concurred in Senate amendments on 08/27/2012. Enrolled. Vetoed by Governor on 09/29/2012.
ENVIRONMENT AB 2245 Author Smyth Location SIGNED & CHAPTERED Positions	Environmental Quality Act: Exemption: Bicycle Lanes Bill Summary Exempts, from 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 where the project is located of such approved exemption.	Recent Activity In Assembly: Passed (73-0) on 05/21/2012. In Senate: Passed (36-1), to Assembly for concurrence on 08/21/2012. Assembly concurred in Senate amendments on 08/24/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/28/2012.

California Legislative Matrix

October 2012

TRANSPORTATION Vehicles: High-Occupancy Toll Lanes

AB 2405

Author
Blumenfield
Location
SIGNED & CHAPTERED
Positions

Bill Summary

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, or toll highway, that is not a HOT land, a toll imposed for crossing a state-owned bridge, or a toll imposed for passage in HOT lanes designated for specified state highways.

Recent Activity

In Assembly: Do pass (49-25) to Senate on 04/26/2012. In Senate: Passed (21-15), to Assembly for concurrence on 08/23/2012. Assembly concurred in Senate amendments on 08/27/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/27/2012.

TRANSPORTATION L.A. County Transportation Authority: Contracting

AB 2440

Author
Lowenthal, B.
Location
SIGNED & CHAPTERED
Positions

Bill Summary

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 an increased specified threshold. Revises the authority's small business contracting requirements. Requires a prequalification program.

Recent Activity

In Assembly: Passed (54-20) on 05/31/2012. In Senate: Passed (37-0), to Assembly for Concurrence on 08/20/2012. Assembly concurred in Senate amendments on 08/22/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/28/2012.

TRANSPORTATION Vehicle Length Limitation

AB 2488

Author
Williams
Location
SIGNED & CHAPTERED
Positions

Bill Summary

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 route review committee to determine which proposed routes are suitable for the safe operation of a specified bus with a rack, and to obtain a safe route clearance.

Recent Activity

In Assembly: Passed (73-0) on 04/30/2012. In Senate: Passed (36-0), to Assembly for concurrence on 08/28/2012. Assembly concurred in Senate amendments on 08/29/2012. Signed by Governor, Chaptered by Secretary of State on 09/19/2012.

TRANSPORTATION Transportation Department: Manager/General Contractor

AB 2498

Author
Gordon
Location
SIGNED & CHAPTERED
Positions

Bill Summary

Authorizes the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method for projects for the construction of a highway, bridge, or tunnel. Requires the department to submit a report regarding projects using the Construction Manager/General Contractor method by a specified date during construction and after the project has been completed.

Recent Activity

In Assembly: Passed (71-0) on 05/25/2012. In Senate: Passed (21-13), to Assembly for concurrence on 08/31/2012. Assembly concurred in Senate amendments on 08/31/2012. To Enrollment. Signed by Governor; Chaptered by Secretary of State on 09/29/2012.

FINANCE

SB 214

Author
Wolk
Location
VETOED
Positions
SCAG: Support
Metro: Work With Author

Infrastructure Financing Districts: Repeal Approval

Bill Summary

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. Requires reports. Creates a related committee.

Recent Activity

In Senate: Do pass (24-13) on 05/16/2011. In Assembly: Passed (47-29), to Senate for concurrence on 08/29/2012. Senate concurred in Assembly amendments on 08/30/2012. Enrolled. Vetored by Governor on 09/29/2012.

ENVIRONMENT

SB 535

Author
de Leon
Location
SIGNED & CHAPTERED
Positions

Global Warming: Greenhouse Gas Reduction Fund

Bill Summary

Requires the State Environmental Protection Agency to identify disadvantaged communities for investment opportunities. Requires the Department of Finance to allocate a specified percentage of available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to and are located within disadvantaged areas. Requires the department to develop funding guidelines that include how administering agencies should maximize benefits for disadvantaged communities.

Recent Activity

In Senate: Passed (23-15) on 06/02/2012. In Assembly: Passed (43-29), to Senate for concurrence on 08/31/2012. Senate concurred in Assembly amendments on 08/31/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/30/2012.

California Legislative Matrix

October 2012

TRANSPORTATION Passenger Rail: Planning

SB 1117

Author
DeSaulnier

Party
D

Location
VETOED

Positions

Bill Summary

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. Revises the requirements for the multi-year state rail plan to make the plan consistent with a specified federal act when meeting specified requirements. Relates to blended transportation systems, a related plan, and agreements.

Recent Activity

In Senate: Do pass (32-3) to Assembly on 05/30/2012. In Assembly: Passed (53-25), to Senate for concurrence on 08/23/2012. Senate concurred in Assembly amendments on 08/29/2012. Enrolled. Vetoed by Governor on 09/29/2012.

GOVERNMENT

SB 1156

Author
Steinberg

Party
D

Location
VETOED

Positions
SCAG: Support

Sustainable Communities Investment Authority

Bill Summary

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.

Recent Activity

In Senate: Passed (22-15) on 05/31/2012. In Assembly: Passed (50-27), to Senate for concurrence on 08/28/2012. Senate concurred in Assembly amendments on 08/29/2012. Enrolled. Vetoed by Governor on 09/29/2012.

TRANSPORTATION Intercity Rail Agreements

SB 1225

Author
Padilla

Party
D

Location
SIGNED & CHAPTERED

Positions
SCAG: Support
LOSSAN: Support
Metro: Support
OCTA: Support
VCTC: Support

Bill Summary

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.

Recent Activity

In Senate: Passed (38-0) on 05/30/2012. In Assembly: Passed (63-13), to Senate for concurrence on 08/31/2012. Senate concurred with Assembly amendments on 08/31/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/29/2012.

TRANSPORTATION Transportation Projects: Alternative Project Delivery

SB 1549

Author
Vargas

Party
D

Location
SIGNED & CHAPTERED

Positions

Bill Summary

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.

Recent Activity

In Senate: Passed (38-0) on 05/31/2012. In Assembly: Passed (45-24), to Senate for concurrence on 08/21/2012. Senate concurred in Assembly amendments on 08/22/2012. Enrolled. Signed by Governor; Chaptered by Secretary of State on 09/29/2012.