

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 22-23, 2011

Reference No.: 4.1
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

ISSUE:

June 3, 2011 was the last day for bills to pass their house of origin. Of the 26 bills that met the criteria approved by the Commission that direct staff on bills that were to be brought forward to the Commission for consideration, 14 bills were passed by the respective house, and of the 22 bills relating to rail 12 bills were passed by the respective house. A list of legislation passed by their house of origin is included in Attachment A.

All pending legislation not passed to the other house, becomes a two year bill or dies in committee. Staff will continue to track and provide updates as the legislative process continues. A list of pending legislation is included in Attachment B.

RECOMMENDATION:

The Commission is requested to provide direction to staff on legislation of interest to it.

BACKGROUND:

The Commission approved criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration. An over-arching criterion is that a bill must directly affect transportation on a statewide basis. Bills meeting one or more of the criteria, provided below, will be brought forward to the Commission for consideration.

- Funding/Financing - funding or a funding mechanism for transportation (capital and operations)
- Environmental Mitigation - implementation of green house gas emissions reduction and transportation (e.g., AB 32), and/or involve the environmental process and transportation (e.g., CEQA)
- Planning - implementation of transportation and land use and planning (e.g., SB 375)
- Project Delivery - changes to the way transportation projects are delivered

Additional criteria for bringing a bill forward include:

- Direct Impact to Commission - changes in Commission responsibility, policy impact or operations
- Commissioner Request - recommended by a Commissioner for consideration by the Commission at its next regularly scheduled meeting

The Commission adopted policy to consider legislation in relation to its overall policy by topic area, prior to taking a position on legislation addressing that topic; and remain selective in its use of watch, support or opposition on a bill. The rationale for a policy by topic area is it permits the Commission to address a suite of legislative proposals dealing with the same topic by commenting to the author(s) without necessarily taking a position. Rather than taking specific positions on bills in their initial state, the Commission can advise the Legislature on a bill's policy and/or technical aspects, as well as how it helps or hinders transportation. The intent of the Commission's comments is to alert the author of the bill's impact on a policy and/or technical aspect related to transportation planning, programming, financing, mitigation, or project delivery.

Further direction will be provided to staff, by the Chair, on bills that meet the aforementioned criteria.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation - Out of House of Origin
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FUNDING/FINANCING

Bill #	Author	Bill Title	Subject	Status
AB 650	Blumenfield	Blue Ribbon Task Force on Public Transportation	Would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. Requires the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by March 31, 2013, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. Requires the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. Would require the department to provide administrative staffing to the task force, and would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions.	<p style="text-align: center;">Last Action In Assembly Passed to Senate June 1, 2011</p> <p style="text-align: center;">Current Location Senate</p>
AB 1229	Feuer	Transportation: financing: federal highway grant anticipation notes	Would, subject to the approval of the California Transportation Commission and after notification to the Department of Transportation and the Treasurer, authorize a transportation planning agency, for purposes of funding transportation projects from notes secured by federal transportation funds, to commit up to 50% of its share of apportionments of specified federal transportation funds that are apportioned to transportation planning agencies.	<p style="text-align: center;">Last Action In Assembly Passed to Senate June 2, 2011</p> <p style="text-align: center;">Current Location Senate</p>
AJR 4	Miller	Transportation Infrastructure Finance and Innovation	Memorializes the President of the United States and the Secretary of the United States Department of Transportation to award a federal Transportation Infrastructure Finance and Innovation Act loan guarantee to enable the timely construction of the Route 91 Corridor Improvement Project.	<p style="text-align: center;">Last Action In Senate Committee on Transportation and Housing Be Adopted June 7, 2011</p> <p style="text-align: center;">Current Location Senate</p>
AJR 5	Lowenthal	Transportation Revenue	Requests the President and the Congress to consider and enact legislation to conduct a study regarding the feasibility of the collection process for a transportation revenue source based on vehicle miles traveled, in order to facilitate the creation of a reliable and steady transportation funding mechanism for the maintenance and improvement of surface transportation infrastructure.	<p style="text-align: center;">Last Action Senate Committee on Transportation and Housing Be adopted May 10, 2011</p> <p style="text-align: center;">Current Location Senate</p>
SB 475	Wright & Emmerson	Infrastructure Financing	Authorizes a local governmental agency to enter into an agreement with a private entity for financing (public private partnership) for specified types of revenue-generating infrastructure projects (including commuter and light rail and highways or bridges). Requires an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease or license to, or provide other permitted uses by the private entity.	<p style="text-align: center;">Last Action In Senate Passed to Assembly May 9, 2011</p> <p style="text-align: center;">Current Location Assembly Commission on Local Government</p>

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FUNDING/FINANCING (Continued)

Bill #	Author	Bill Title	Subject	Status
SB 907	Evans	Master Plan for Infrastructure Financing and Development Commission	Would create the Master Plan for Infrastructure Financing and Development Commission, consisting of specified members, and would require the commission to prepare and submit a strategy and plan for infrastructure development in California that meets certain criteria to the Legislature and the Governor by December 1, 2013. This bill would provide that the commission would dissolve 30 days after submission of its final report. This bill would repeal these provisions upon the dissolution of the commission. Would provide that these provisions become operative only if the funds required to support the commission are appropriated and made available in the annual Budget Act.	<p style="text-align: center;"><i>Last Action</i> In Senate Passed to Assembly June 1, 2011</p> <p style="text-align: center;"><i>Current Location</i> Assembly</p>

ENVIRONMENTAL MITIGATION

Bill #	Author	Bill Title	Subject	Status
AB 892	Carter	Department of Transportation: environmental review process: federal pilot program	Would require the guidelines adopted by the Commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the <i>2007 Data Tables of the National Transit Database</i> of the Federal Transit Administration. Would require 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 provided by the recipient to be from nonstate funds. Would define "nonstate matching funds" for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the commission.	<p style="text-align: center;"><i>Last Action</i> In Senate Committee on Transportation and Housing Do Pass June 7, 2011</p> <p style="text-align: center;"><i>Current Location</i> Senate Committee on Environmental Quality Committee</p>
SB 468	Kehoe	Department of Transportation: coastal zone north coast corridor project: high-occupancy toll lanes.	Requires the Department of Transportation, with respect to State Highway Route 5 known as the north coast corridor project, to ensure that multimodal transportation options are evaluated and included in the public works plan for the project. Requires the San Diego Association of Governments to establish a safe routes to transit program that integrates regional bike plan with transit services, and to commit to dedicate a portion of specified taxes approved by the voters of the county.	<p style="text-align: center;"><i>Last Action</i> In Senate Passed to Assembly June 1, 2011</p> <p style="text-align: center;"><i>Current Location</i> Assembly</p>

PROJECT DELIVERY

Bill #	Author	Bill Title	Subject	Status
AB 294	Portantino	Design-Sequencing Contracts	Would enact new provisions, authorizing the department to let contracts for the design and construction of not more than 5 transportation projects utilizing the design-sequencing method, to be effective until January 1, 2015. <i>Require the department to use department employees or consultants under contract with the department for these design services.</i> Require the department to compile data on the transportation projects awarded under these provisions and to include that information in a report to the Legislature each year during which the projects are underway, as specified.	<p style="text-align: center;"><i>Last Action</i> In Assembly Passed to Senate May 31, 2011</p> <p style="text-align: center;"><i>Current Location</i> Senate</p>

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OF INTEREST TO THE COMMISSION'S TECHNICAL ADVISORY COMMITTEE ON AERONAUTICS

Bill #	Author	Bill Title	Subject	Status
SB 619	Fuller	California Private Postsecondary Education Act of 2009: exemptions	The California Private Postsecondary Education Act of 2009 provides, among other things, for student protections and regulatory oversight of private postsecondary schools in the state. This bill would exempt from the act flight instructors and flight schools that are certified by the Federal Aviation Administration to provide flight instruction and that do not receive or otherwise arrange for payment before the instruction is provided to the student. Would repeal existing law that prohibits the bureau, for the period of July 1, 2010, to July 1, 2011, inclusive, from enforcing the act against educational institutions engaged in flight instruction and aircraft maintenance, as specified, under the act if those institutions notify the bureau that they are in operation during that time period. Similar Bill: AB 1889 (Portantino, 2010) – Vetoed by Governor September 23, 2010	<i>Last Action</i> In Senate Passed to Assembly May 23, 2011 <i>Current Location</i> Assembly

DIRECT IMPACT TO COMMISSION

Bill #	Author	Bill Title	Subject	Status
AB 845	Ma	Transportation: Bond Funds	Requires the guidelines adopted by the California Transportation Commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the most current available data 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 provided by the recipient to be from nonstate funds. Define “nonstate matching funds” for purposes of these bond fund allocations to mean local, federal, and private funds, as well as state funds available to an eligible recipient that are not subject to allocation by the Commission.	<i>Last Action</i> In Assembly Passed to Senate June 2, 2011 <i>Current Location</i> Senate
SB 103	Liu	State government: meetings	Authorizes a state body, to the extent practicable, to conduct teleconference meetings. Requires, upon the request of a member of a state body, a state body to hold an open or closed meeting by teleconference, unless the chair of that state body determines that it would be more costly to hold the meeting by teleconference than it would be to hold it in person. Requires a state body that operates an Internet Web Site to provide a supplemental live audio or video broadcast on the Internet Web site of its board meetings that are open to the public, and specifies that a technical failure to provide a live broadcast would not prohibit the board from meeting and taking actions.	<i>Last Action</i> In Assembly Read First Time and Held at Desk June 2, 2011 <i>Current Location</i> Assembly
SB 126	Steinberg	California Transportation Commission: guidelines	Existing law, the Administrative Procedure Act, generally governs the procedure for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the Office of Administrative Law. Existing law, in certain instances, exempts state agencies from these requirements. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. Similar Bill: SB 1348 (Steinberg, 2010) - Vetoed by Governor on September 30, 2010	<i>Last Action</i> In Senate Passed to Assembly May 23, 2011 <i>Current Location</i> Assembly Committee on Transportation

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DIRECT IMPACT TO COMMISSION (Continued)

Bill #	Author	Bill Title	Subject	Status
SB 791	Steinberg	California Transportation Commission: annual report	Would delete the provisions relating to the loan and transfer summary and discussion that was to be included in the annual reports submitted between 2001 and 2008.	<p style="text-align: center;"><i>Last Action</i> In Senate Passed to Assembly April 12, 2011</p> <p style="text-align: center;"><i>Current Location</i> Assembly Committee on Transportation</p> <p style="text-align: center;"><u>Hearing Schedule</u> June 13, 2011</p>

RELATED TO RAIL

Bill #	Author	Bill Title	Subject	Status
AB 16	Perea	High-Speed Rail Authority	<p>Amends existing law that creates the High-Speed Rail Authority. Requires the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.</p> <p>Similar Bill: AB 1830 (Jones, 2010) – vetoed by Governor on September 30, 2010</p>	<p style="text-align: center;"><i>Last Action</i> In Assembly Passed to Senate June 2, 2011</p> <p style="text-align: center;"><i>Current Location</i> Senate</p>
AB 31	Beall	Land Use: High-Speed Rail: Local Master Plan	Would establish the High-Speed Rail Local Master Plan Pilot Program. Requires specified cities and counties to adopt, by ordinance, a master plan for development surrounding the high-speed rail system. Requires the plan to include incentives for encouraging investment growth in the areas surrounding the system. Requires participating jurisdictions to develop incentives to encourage development while concurrently reducing greenhouse gas emissions.	<p style="text-align: center;"><i>Last Action</i> In Assembly Read second time and amended March 24, 2011</p> <p style="text-align: center;"><i>Current Location</i> Assembly Committee on Local Government</p>
SB 41	Hill	Conflicts of interest: disqualification	<p>Amends existing provisions of the Political Reform Act of 1974 that prohibits a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has a reason to know that he or she has a financial interest. Adds members of the <i>High-Speed Rail Authority</i> to those specified offices who must publicly identify a financial interest giving rise to a conflict of interest.</p> <p>Similar Bill: SB 50 (Correa, 2011)</p>	<p style="text-align: center;"><i>Last Action</i> In Senate To Committee May 12, 2011</p> <p style="text-align: center;"><i>Current Location</i> Senate Committee on Elections and Constitutional Amendments</p>

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RELATED TO RAIL (Continued)

Bill #	Author	Bill Title	Subject	Status
AB 145	Galgiani and Lowenthal	High-Speed Rail	<p>Would repeal and reenact the California High-Speed Train Act. Would continue the High-Speed Rail Authority <i>solely as an advisory body, notwithstanding any other provisions of law</i>. Would create the Department of High-Speed Trains within the Business, Transportation and Housing Agency. Would transfer certain of the existing powers and responsibilities of the authority to the department and would specify additional powers and duties of the department relative to implementation of the high-speed rail project. The director of the department would be appointed by the Governor, and the Governor would be authorized to appoint up to 10 officers of the department who would be exempt from civil service and serve at the pleasure of the director. Would provide for acquisition and disposition by the department of rights-of-way for the high-speed rail project.</p> <p><i>(This bill is linked to AB 615 (Lowenthal). AB 145 must be enacted for AB 615 to be operable.)</i></p>	<p>Last Action In Assembly Passed to Senate June 3, 2011</p> <p>Current Location Senate</p>
AB 492	Galgiani	High-Speed Rail Authority	<p>Authorizes the High-Speed Rail Authority to consider, to the extent permitted by federal and state law, the creation of jobs in the state when awarding major contracts or purchasing high-speed trains.</p>	<p>Last Action In Assembly Passed to Senate June 2, 2011</p> <p>Current Location Senate</p>
AB 615	Lowenthal	High-Speed Rail	<p>Enacts certain exceptions, authorizations, and exemptions relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. Enacts provisions governing acquisition or disposal of right-of-way property by the authority, and would require the authority to provide a record of real property parcels it owns to the Department of General Services by July 1, 2014 and annually thereafter. Would provide that the governing body in the cast of taking by the Department of High-Speed Trains is the High-Speed rail Authority. Makes existing law requiring the approval of the Department of Finance and the State Public Works Board before a state agency may expend funds from an appropriation for capital outlay purposes inapplicable to the High-Speed Rail Authority. This bill would provide that it shall not become operative unless AB 145 is also enacted and becomes operative.</p>	<p>Last Action In Assembly Passed to Senate June 1, 2011</p> <p>Current Location Senate</p>
AB 952	Jones	High-Speed Rail	<p>Would prohibit a member or consultant of the authority from being the recipient of any gift, as defined, in a specified provision of the act. Would prohibit a construction company, engineering firm, consultant, legal firm, or any other company, vendor, or business entity with a contract or seeking a contract with the authority, or subcontractor of any of the foregoing, or owner, employee, or any member of their immediate families of any of these companies, firms, vendors, entities, or subcontractors, from making any gift to a member, or employee, or consultant of the authority, or to any member of their immediate families. Would authorize the authority itself to receive gifts, and to transfer gifts as specified, with the written approval of the Department of Finance. Would, under certain exceptions, prohibit a member, employee, or consultant of the authority from appearing before the authority on behalf of, or in any way representing before the authority, any individual or private or public entity for 3 years after termination of the employment or contract relationship with the authority.</p>	<p>Last Action In Assembly Passed to Senate June 1, 2011</p> <p>Current Location Senate</p>

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RELATED TO RAIL (Continued)

Bill #	Author	Bill Title	Subject	Status
AB 1092	Lowenthal	High-Speed Rail	Would require the authority to report biannually to the Legislature beginning March 1, 2012, on the status of the project, including overall progress, the project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule contained in the 2009 business plan, project milestones, and other related issues.	Last Action In Assembly Passed to Senate June 2, 2011 Current Location Senate
AB 1164	Gordon	High-Speed Rail Authority: appointees: Senate Confirmation	Would require that the 5 High Speed Rail Authority members appointed by the Governor be made with the advice and consent of the Senate. Similar Bill: SB 749 (Steinberg, 2011) Similar Bill: SB 455 (Lowenthal, 2010) – Vetoed by Governor September 30, 2010	Last Action In Assembly Passed to Senate June 2, 2011 Current Location Senate
SB 50	Correa	Conflicts of Interest: Disqualification	Amends the Political Reform Act of 1974. Adds members of the <i>High-Speed Rail Authority</i> to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. Similar Bill: AB 41 (Hill, 2011)	Last Action In Senate Passed to Assembly May 12, 2011 Current Location Assembly Committee on Elections and Redistricting
SB 325	Rubio	Central California Railroad Authority	Enacts the Central California Railroad Authority Act that creates a related authority as an alternative to ensuring railroad services in the counties of Kern, Kings, Tulare, Fresno, and Merced. The bill would authorize the counties of Madera, Stanislaus, and San Joaquin to elect to join the authority. Requires the authority to conduct its first meeting after abandonment of discontinuance of the short-line railroads in the member counties. Would authorize the authority to acquire and operate railroads or select a franchise to operate a rail transportation system, to prepare a plan for obtaining specified rail lines. The bill would prohibit the authority from being a claimant for Transportation Development Act funds or from receiving funds from the Public Transportation Account.	Last Action In Senate Passed to Assembly May 19, 2011 Current Location Assembly Committee on Local Government Hearing Scheduled June 15, 2011
SB 517	Lowenthal	High-Speed Rail Authority	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.	Last Action In Senate Passed to Assembly June 1, 2011 Current Location Assembly

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FUNDING/FINANCING

Bill #	Author	Bill Title	Subject	Status
AB 676	Torres	Transportation Funds	Provides that the remaining state and federal funds available to the state for transportation purposes are available for the study of, and development and implementation of, capital improvement projects.	<i>Last Location</i> Assembly Committee on Transportation March 3, 2011
AB 1308	Miller	Highway Users Tax Account: appropriation of funds	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.	<i>Last Location</i> Assembly Committee on Appropriations Held in Committee May 27, 2011
SB 81	Senate Committee on Budget and Fiscal Review	Transportation	Relates to the transfer of revenues in the State Highway Account to the Transportation Debt Service Fund for General Fund bond debt service, and to repay a loan of gasoline excise tax revenues, the motor fuel excise tax, the diesel fuel sales and use tax, the state Transit Assistance Program, railroad projects in the Trade Corridors Improvement Fund program, regional public waterborne transit agencies funding, local street, highway and mass transit funding, vehicle registration and related fees. Existing law requires Caltrans to, on or before February 18, 2009, report to specified committees of the Legislature a summary of any memorandum of understanding or any other agreement executed between a railroad company and any state or local transportation agency relative to any project funded with moneys allocated from the Trade Corridors Improvement Fund. This bill would instead require the commission to provide that report to specified committees of the Legislature within 30 days of receiving such a memorandum of understanding or executed agreement. The bill would also, commencing January 1, 2012, require the commission to provide semiannual reports to those committees on the status of all railroad projects programmed in the Trade Corridors Improvement Fund program. The bill would make these reporting requirements inoperative on January 1, 2015.	<i>Last Location</i> Assembly Committee on Budget March 14, 2011
SB 867	Padilla	Build California Bonds	Provides for the California Transportation Financing Authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. Provides for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. Limits the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.	<i>Last Location</i> Senate Committee on Transportation and Housing Not Heard April 26, 2011

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ENVIRONMENTAL MITIGATION

Bill #	Author	Bill Title	Subject	Status
AB 605	Dickinson	California Environmental Quality Act: Transportation	Requires the Office of Planning and Research, in consultation with the California Transportation Commission, the State Energy Resources Conservation and Development Commission, local governments, and other appropriate entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. Provides that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA.	<i>Last Location</i> Assembly Committee on Natural Resources March 3, 2011
SB 241	Cannella	Environment: California Environmental Quality Act	Enacts the California Environment Quality Act Litigation Protection Pilot Program of 2011. Requires the Business, Transportation and Housing Agency to select projects that meet requirements from specified regions for each calendar year between 2012 and 2016. Requires an annual report.	<i>Last Location</i> Senate Committee on Environmental Quality May 5, 20011

DIRECT IMPACT TO COMMISSION

Bill #	Author	Bill Title	Subject	Status
AB 365	Galgiani	High-speed rail: contracts: small businesses	Enacts penalties relative to the certification of businesses as small business enterprises by the authority and for other unlawful actions.	<i>Last Location</i> Assembly Committee on Appropriations Held in Committee May 27, 2011
AB 441	Monning	State Planning	Requires the California Transportation Commission to include health issues in the guidelines promulgated by the Commission for the preparation of regional transportation plans. Requires the Office of Planning and Research to develop guidelines that contain advice on how local or regional agencies can incorporate health issues into local or regional general plans.	<i>Last Location</i> Assembly Committee on Appropriations Held in Committee May 27, 2011
AB 567	Valadao	Transportation Funds: Capital Improvement Projects	Makes nonsubstantive changes to existing law requiring funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements.	<i>Last Location</i> Assembly Introduced February 16, 2011
SB 392	Gaines	Transportation: California Transportation Commission	Makes a technical, nonsubstantive change to the California Transportation Commission. Authorizes the Commission to alter or change the location of any state highway if, in the opinion of the Commission, the alteration is for the best interest of the state.	<i>Last Location</i> Senate Committee on Rules February 24, 2011

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OTHER

Bill #	Author	Bill Title	Subject	Status
AB 1134	Bonilla	Department of Transportation: project study reports	Authorizes Caltrans to prepare project study reports for any project on the state highway system. Requires those reports to include specified project-related factors including, cost factors, schedule, and other information deemed necessary to form a sound basis for commitment of future funding and project delivery. Requires an entity performing a study report to reimbursement Caltrans for report review and approval and a voter-approved county sales tax measure expenditure plan.	Last Location Assembly Committee on Appropriations Held in Committee May 27, 2011
SB 862	Lowenthal	Southern California Goods Movement Authority	Establishes the Southern California Goods Movement Authority to establish a priority list of goods movement projects in southern California. Requires the Alameda Corridor East Construction Authority, a local agency, to provide staff and meeting space for the authority.	Last Location Senate Committee on Transportation and Housing April 4, 2011

RELATED TO RAIL

Bill #	Author	Bill Title	Subject	Status
AB 58	Galgiani	High-Speed Rail	Amends the High Speed Rail Act which creates the High-Speed Rail Authority. Authorizes the Governor to appoint up to 6 additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the Executive Director. Requires the initial designations to the authority's peer group to be made by a specified date. Requires the group to designate a chairperson. Requires the authority to designate a member of its staff to serve as liaison to the group. (Urgency)	Last Location Assembly Committee on Transportation March 16, 2011
AB 76	Harkey	High-Speed Rail	Reduces the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2012.	Last Action Assembly Committee on Transportation Failed Passage April 11, 2011
AB 133	Galgiani	High-Speed Rail	Would require federal funds made available to the state for high-speed rail purposes under the referenced federal acts to be available, upon appropriation, for certain work on one or more specified rail corridors approved by the Federal Railroad Administration, in a manner consistent with certain provisions of, and subject to certain conditions of, the bond act.	Last Location Assembly Committee on Transportation February 3, 2011
AB 385	Harkey	High-Speed Rail	Would require the authority to approve an investment grade analysis, to be prepared by the State Auditor, and to submit that investment grade analysis to those same entities, and would require that investment grade analysis to include certain information and meet specified requirements.	Last Action In Assembly Committee on Transportation Failed Passage May 2, 2011
AB 471	Lowenthal	High-Speed Rail: Inspector General	Would create an independent inspector general, who would serve at the pleasure of the authority, and would prepare specified reports and audits relating to high-speed rail to oversee the activities of the authority, and conduct investigations and audits in that regard. The inspector general would be appointed for a 6-year term by the Governor, subject to confirmation by the Senate. The bill would require the inspector general to report quarterly to the authority and annually to the Governor and the Legislature.	Last Location Assembly Committee on Appropriations Held in Committee May 27, 2011

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RELATED TO RAIL (Continued)

Bill #	Author	Bill Title	Subject	Status
AB 953	Jones	High-Speed Rail	Would provide that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. Require the authority to contract with the Institute of Transportation Studies at the University of California at Berkeley to complete a revised ridership study, using the ridership methodology of the institute. Require the authority to use that ridership study as the basis for subsequent environmental studies. Require the authority to reconsider its adoption of the optimal high-speed rail route based both on the new ridership study and the ridership methodology.	<i>Last Location</i> Assembly Committee on Transportation Not Heard May 5, 2011
AB 1206	Galgiani	High-Speed Rail: contracts: small business	Would require the authority to identify essential components of, and adopt, a small emerging business enterprise program as part of contracts to be awarded by the authority relative to development and construction of the high-speed rail system. Require the authority to provide certain bidding preferences and to establish a goal methodology to determine the appropriate level of involvement of small emerging business enterprises in authority contracts. Require at least one public hearing by the authority before the program is adopted and would require the authority to include a plan for outreach to small emerging business enterprises. Require the authority to report annually to the Legislature in that regard.	<i>Last Location</i> Assembly Committee on Appropriations Held in Committee May 27, 2011
SB 22	La Malfa	High-Speed Rail	Amends provisions regarding general obligation bonds for high-speed rail and related purposes. States the intent of the Legislature to reexamine the bond funding mechanism of the High-Speed Rail Authority relative to the authority's high-speed rail project.	<i>Last Location</i> Senate Committee on Transportation and Housing May 3, 2011
SB 733	Price	High-Speed Rail: business plan: contracts: small business participation	Would require the authority to include in the business plan to be submitted on January 1, 2012, or as an addendum to that plan to be submitted as soon as possible after that date, a strategy for ensuring the participation of small business enterprises in contracts awarded by the authority with state or federal funds during all phases of the project.	<i>Last Location</i> Senate Committee on Appropriations Held in Committee May 26, 2011
SB 749	Steinberg	High-Speed Rail	Would provide that the 5 members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. Similar Bill: AB 1164 (Gordon, 2011) Similar Bill: SB 455 (Lowenthal, 2010) – Vetoed by Governor September 30, 2010	<i>Last Location</i> Senate Committee on Transportation and Housing March 3, 2011