

ACTION ALERT!

Sponsored Bills On Their Way to the Governor's Desk

Yesterday afternoon, the Association's two sponsored bills, AB 729 (Evans) and AB 1072 (Eng) passed off of the Senate and Assembly floors, respectively, and are headed to the governor's desk to await his signature. Please see the bill summaries below along with the sample letters provided, and send a letter to Governor Schwarzenegger to ask him to sign these bills:

AB 729 (Evans) Transit Design-build Contracts

This bill extends the sunset date for transit operators to enter into design-build contracts to January 1, 2015. The current authority is set to expire as of January 1, 2011. This proposal allows Association members to maintain a tool that may help expedite capital projects made available through allocations from Proposition 1B or the federal economic stimulus package.

Position: Sponsored Bill

Status: Sent to governor

Click [here](#) for a sample letter.

AB 1072 (Eng) Proposition 1B Allocations for Transit

Sponsored by the California Transit Association, this bill provides certainty to operators and allows for long-range planning and contracting by locking in the formula on all remaining funds in the PTMISEA program. The bill also contains an expenditure program mechanism, whereby agencies would be required to submit an expenditure plan for their share of the remaining funds available, in order to support advocacy for sufficient annual appropriations from the PTMISEA. Furthermore, AB 1072 will allow recipients to "bank" their allocations over multiple years so that they can accumulate funds for large high-priority projects and also allow for borrowing between agencies to ensure that each allocated dollar is being utilized.

Position: Sponsored Bill

Status: Sent to governor

Click [here](#) for a sample letter.

The following priority bills have also been sent to the governor:

AB 672 (Bass) Letter of No Prejudice Process for Bond-Funded Projects

This bill authorizes letters of no prejudice (LNOP) for certain bond-funded transportation projects, allowing these projects to move forward if bond funding is not yet available. Proposition 1B, approved by the voters in November 2006, provides \$19.925 billion in general obligation bonds for numerous transportation-related categories and programs. Many of the projects have been programmed in the full amount provided under the bond act. The LNOP process will create a cash-management strategy for Proposition 1B projects enabling

timely delivery of the voter-approved transportation program. This process will provide more certainty for local transportation agencies by making them eligible to advance local funds for bond-funded projects and receive reimbursement by the state when the bonds become available.

Position: Support

Status: Sent to governor

AB 1158 (Hayashi) Transit Village Plans

This bill adds "educational facilities" that provide a direct link for people traveling to and from K-12 schools, community colleges, and universities, to the current list of characteristics that a city or county are authorized to use in developing a transit village plan. This bill would not only aid community colleges in securing future funding for educational centers that can be a part of transit villages, but it will also incentivize the use of transit for students of all ages.

Position: Support

Status: Sent to governor

AB 1203 (Ma) Proposition 1B: Transit Security Funding

This bill requires the California Emergency Management Agency (Cal EMA), by February 1 of each fiscal year, to select eligible applicants for transit system safety projects from the Transit System Safety, Security and Disaster Response program (TSSSDRA) pursuant to Proposition 1B, and provide the State Controller with a list of the projects and sponsoring agencies eligible to receive an allocation.

Position: Support

Status: Sent to governor

Contact Senators Feinstein and Boxer: Urge Support for Transit Investment

Chairman Barbara Boxer (D-CA) of the Senate Environment and Public Works Committee (EPW) is developing a new climate change bill and plans to introduce it when Congress returns this month. The U.S. House of Representatives approved its version of a climate bill, the "American Clean Energy and Security Act" (H.R. 2454, "Waxman-Markey" or "ACES") on June 26. The House-passed bill makes transit a limited eligible expense under a state energy grant program, but it fails to provide guaranteed transit investment. Under a pending proposal known as CLEAN-TEA (the Clean Low-Emissions Affordable New Transportation Equity Act), the Senate climate bill would allocate 10 percent of the Senate bill's emission allowances for new investment in transit and other strategies that reduce vehicular emissions. A 10 percent allocation would be worth approximately \$10 billion annually. If added to the climate bill, CLEAN-TEA would set aside 10 percent of emission allowances for transportation investment and institute comprehensive transportation planning efforts to reduce greenhouse gas emissions. A 10 percent allocation of emission allowances could be worth approximately \$10 billion annually under the ACES cap-and-trade program.

Please contact Senator Feinstein at (202) 224-3841 and Senator Boxer at (202) 224-3553 as soon as possible to urge their support for transit investment in the climate change bill. For more information, please click [here](#) to see the American Public Transportation Association (APTA) Special Alert on this issue.

Please contact Legislative and Regulatory Assistant Sabrina Means at sabrina@caltransit.org if you have any questions.