EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
May 19, 2011

SUBJECT:  STATE LEGISLATION

ACTION:  ADOPT STAFF RECOMMENDED POSITIONS

A) AB 845 (Ma) – Which codifies a portion of the California Transportation Commission (CTC) High-Speed Passenger Train Bond Program Guidelines. SUPPORT

ATTACHMENTS
Attachments A

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ATTACHMENT A

BILL: AB 845

AUTHOR: ASSEMBLYMEMBER FIONA MA
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SUBJECT: TRANSPORTATION BOND FUNDS

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE

ACTION: SUPPORT

RECOMMENDATION

Adopt a support position on AB 845, which codifies a portion of the California Transportation Commission (CTC) High-Speed Passenger Train Bond Program Guidelines.

ISSUE

Proposition 1A, the High Speed Rail Bond provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail. The bond includes $950 million to be allocated by the California Transportation Commission (CTC) to eligible recipients for capital modernization and improvements projects on existing intercity and commuter rail lines and urban rail transit systems in California that connect to the high-speed rail system.

PROVISIONS

Specifically, AB 845 would:

- Requires the fund distribution to be based on the 2007 National Transit Database of the Federal Transit Administration.
- Codifies the existing CTC guidelines requiring the allocation of Proposition 1A funds to eligible recipients including Metro.

IMPACT ANALYSIS

AB 845 has been introduced by Assemblymember Fiona Ma and sponsored by Bay Area Rapid Transit (BART).

In 2008, California voters approved the High Speed Rail Bond, Proposition 1A. The bond authorized $9.95 billion in General Obligation bonds to build the California’s first high-speed rail train system. Included in that bond is supported $950 million to be used
for local transit projects that could provide connectivity to the State’s High Speed Rail project.

The CTC has previously adopted guidelines to implement both the Intercity Rail Program and the Commuter and Urban Rail Program. In May 2010, the CTC adopted the initial three-year program of projects. Last year’s budget included appropriation to begin, however then Governor Schwarzenegger vetoed roughly $133 million in bond act appropriations, stating. In his veto message the Governor highlighted that "The High-Speed Rail Authority, the Department of Transportation, and local jurisdictions should work together to develop a statewide strategy and an associated list of projects that will best accomplish the goal of moving passengers between destinations around the state in the quickest, most efficient and cost effective way, by utilizing these funds to advance the construction of facilities for joint use where possible and by providing better connectivity to the future high-speed rail system." This program was developed in such a manner and was also developed according to the bond measure which requires that local jurisdictions select projects that would best connect to the High Speed Rail project.

AB 845 would codify the portion of the CTC guidelines, specifically, the guidelines relating to the fund for the Commuter and Urban Rail Program for the modernization of intercity, commuter, and urban rail transit systems and thus solidify the manner in which these funds are to be allocated. The budget must also include allocations of the remaining funds in order to implement this program. Staff recommends that the Metro Board of Directors adopt a support position on AB 845.