

ASSEMBLY BILL

No. 1351

Introduced by Assembly Member Levine

February 23, 2007

An act relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1351, as introduced, Levine. Transportation: infrastructure.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in the November 2006 general election, establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 in the State Treasury. Specified moneys in the fund are required to be deposited in the State-Local Partnership Program Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission.

This bill would make various findings regarding transportation infrastructure and funding in California and would state the intent of the Legislature to give priority to self-help counties that have passed local sales tax measures in the State-Local Partnership Program.

Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

- 1 (a) Adequate transportation infrastructure and services are
2 critical to sustaining California’s prosperity as well as the necessary
3 daily activities of all Californians.
- 4 (b) California’s current transportation infrastructure and funding
5 are inadequate to meet California’s present needs, much less the
6 increased needs being created by California’s continued growth.
- 7 (c) In November 2006, voters cast their ballots in favor of the
8 Highway Safety, Traffic Reduction, Air Quality, and Port Security
9 Bond Act of 2006 to improve our state’s aging transportation
10 system.
- 11 (d) It is prudent and good public policy to target bond proceeds
12 in a strategic manner consistent with good planning, fiscal
13 accountability, and proven outcomes.
- 14 (e) Nineteen counties in California representing over 80 percent
15 of the population have passed local countywide transportation
16 sales tax measures for critically needed highway and public transit
17 needs.
- 18 (f) Local sales tax measures represent an essential component
19 of California’s transportation funding.
- 20 (g) Local sales tax measures have generated over thirty-four
21 billion dollars (\$34,000,000,000) for California’s infrastructure.
- 22 (h) Data indicates that the funds derived from those local
23 countywide transportation sales tax measures have been
24 administered efficiently and effectively to build high priority local
25 improvement projects on both the local and state transportation
26 system.
- 27 SEC. 2. It is the intent of the Legislature to give priority to
28 self-help counties that have passed local sales tax measures in the
29 State-Local Partnership Program.