

## **Recommendations to the Conference Committee on Infrastructure Bonds**

1. Allow local and regional transportation planning agencies to be involved in transportation project selection, providing direct input to the California Transportation Commission. This is in contrast to the current Administration's "top-down" approach to project selection.
2. Retain \$12 billion in General Obligation bond funding.
3. Eliminate the Administration's \$14 billion revenue bond proposal for 2012.
4. Delete continuous budget appropriation authority for Caltrans.
5. Resist any weakening of environmental protection laws.
6. Substantially increase funding for statewide air quality reduction purposes, such as Carl Moyer and school bus replacement.
7. Include funding for environmental mitigation and safety.
8. Retain proposed funding for intercity rail passenger services.
9. Add funding for commuter rail and buses.
10. Substantially increase the \$1 billion currently reserved for port air quality mitigation.
11. Retain the \$3 billion currently reserved for improving the flow of goods and services.
12. Provide repayment of Proposition 42 loans.
13. Guarantee protection of Proposition 42 in the future, as provided in ACA 11 (Oropeza).
14. Include funding for homeland security measures for vulnerable transportation facilities such as ports and transit systems.
15. Consider providing incentive money to jurisdictions that implement policies that reduce vehicle miles traveled or otherwise channel development to existing transportation corridors.
16. Reject a constitutional six percent ceiling on debt service.
17. Eliminate public/private partnership provisions that could result in tolls being levied for highway travel by noncommercial vehicles.

18. Eliminate provisions allowing for the unlimited use of the design-build contracting process by transportation agencies.