



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY

2007-2008 State and Federal Legislative Session

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Index

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MTC – Metropolitan Transportation Commission
CSAC – California State Association of Counties

ABAG – Association of Bay Area Governments
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BAAQMD – Bay Area Air Quality Management District

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Assembly Bills	Subject	Status	MTC Position
AB 23 (Ma) Automated Traffic Enforcement System: San Francisco	Authorizes the City and County of San Francisco to use an automated traffic enforcement system to enforce the prohibition of an illegal right turn at the intersection of Market Street and Octavia Boulevard. (Amended 1/16/08)	Failed Passage 3/25/08, Senate Transportation and Housing Committee, Reconsideration Granted	Support
AB 38 (Nava) State Emergency Preparedness	Provides that the state Office of Homeland Security shall be a subdivision of the state Office of Emergency Services and specifies the duties of the Director of the Office of Homeland Security. Deletes the provisions of law governing the Office of Homeland Security and the Offices of Emergency Services and would replace them with references to the Department of Emergency Services and Homeland Security, which would be vested with all the powers of these two prior agencies. (Amended 4/14/08)	Senate Public Safety Committee, Failed Passage 7/10/07, Reconsideration Granted	Support
AB 117 (Beall) Santa Clara Valley Transportation Authority, San Mateo County Transit District: Purchases	Amends existing statutory authority governing purchases by the Santa Clara Valley Transportation Authority, <i>the Golden Gate Bridge Highway and Transportation District and the Alameda-Contra Costa Transit District</i> , and the San Mateo County Transit District to specify that when expenditures exceed \$100,000, a contract must be let to the lowest responsible bidder or to the responsible bidder who submits a proposal that provides the best value, as defined. (Amended 4/2/08)	Senate Transportation and Housing Committee	
AB 152 (Beall) Santa Clara Valley Transportation Authority	Authorizes the Santa Clara Valley Transportation Authority to provide for the repair and maintenance of transportation facilities necessary or convenient for vehicular and pedestrian transportation, as specified. (Amended 4/7/08)	Senate Floor	
AB 444 (Hancock) Vehicle Registration Fee: Alameda & Contra Costa Counties	Authorizes the congestion management agencies in Alameda, Contra Costa, Marin, Santa Clara and Solano Counties to place on the ballot for a majority vote of the people a vehicle registration fee of up to \$10 for congestion relief and environmental mitigation. Requires the governing board of each county to adopt an expenditure plan. Limits administrative costs to 5 percent. (Amended 6/28/2007)	Senate Revenue and Taxation Committee: Suspense File	
AB 616 (Jones) Smog Check:	Requires the Department of Consumer Affairs to incorporate annual inspection of motor vehicles 15 or greater model years old into the motor vehicle inspection and maintenance program. Exempts all vehicles not subject to biennial inspection or	Senate Appropriations Committee	Support

Assembly Bills	Subject	Status	MTC Position
High Polluter Account	determined by the department to likely pass annual inspection. Requires funds generated through additional inspection fees to be deposited into the High Polluter Repair or Removal Account. (Amended 7/10/07)		
AB 633 (Galgiani) Rail Safety and Traffic Mitigation Bond Act	Requires the Public Utilities Commission and the Department of Transportation to issue a joint public report to the appropriate policy and fiscal committees of the Legislature to include, among other things, an evaluation of the grade separation project funding program and recommendations for establishing a hardship application process allowing for the adjustment or deferral of local financial participation in severe circumstances. (Amended 4/25/2007)	Senate Transportation and Housing Committee	
AB 660 (Galgiani) Railroad-highway Grade Separations	Revises the program to delete funding eligibility for a grade separation at a proposed new grade crossing or for removal or relocation of highways or railroad tracks to eliminate existing grade crossings. The bill would provide for a maximum allocation of 80 percent of project costs for all projects funded but would modify the provisions limiting the maximum amount that may be allocated to a single project to \$5,000,000, unless there is specific legislative authorization. The bill would also modify the calculation of the amount of funds deducted from the apportionments of the fuel tax revenues, delete provisions requiring the reduction of cost to a party to a grade separation project when the National Railroad Passenger Corporation (Amtrak) contributes towards a specified amount of the project, and delete provisions authorizing a local agency to construct a grade separation project, and retain eligibility for subsequent project priority lists, prior to the time that the project reaches a high enough priority for funding. (Amended 1/24/08)	Senate Transportation and Housing Committee	
AB 842 (Jones) Vehicle Miles Traveled Reduction Mandate	Requires the California Transportation Commission to adopt guidelines requiring that regional transportation plans provide for a reduction in the growth increment of vehicle miles traveled by 10 percent. Requires that the Department of Housing and Community Development give priority for certain infill housing incentive funds from Proposition 1C funds to jurisdictions or regions that have adopted plans that will reduce vehicle miles traveled by at least 10 percent. (Amended 1/17/08)	Senate Transportation and Housing Committee	Oppose Unless Amended
AB 867 (Davis) Regional Transportation Plans: Analysis of Low-Income Populations	Requires each metropolitan planning organization and each regional transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of traffic analysis zones (TAZs). Requires that a direct comparison of the accessibility by automobile and mass transportation to regional employment centers, regional retail centers, regional health care facilities, and major centers of education shall be made between low-income and non-low-income TAZs and between minority and non-minority TAZs. Requires results of such analysis to be made available to the public.	Senate Appropriations Committee	

Assembly Bills	Subject	Status	MTC Position
	(Amended 7/10/07)		
AB 901 (Núñez) Proposition 1B Implementation: Transit Funding	Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires that transit projects funded by the bond be consistent with the sponsoring entity's most recent publicly adopted short-range transit plan, or other applicable plan approved by the sponsoring entity's governing board, or the state transportation improvement program or the transportation congestion relief program, or regional transportation plan. Requires that Caltrans administer the funds, in coordination with the State Controller. Requires Caltrans, the Office of Emergency Services and the Air Resources Board to report to the transportation policy and budget committees in each house annually on the expenditure of Proposition 1B funds. (Amended 7/5/07)	Senate Appropriations Committee	
AB 981 (Ma) Abatement of Abandoned Vehicles	Prohibits the Department of Motor Vehicles from renewing the registration of any vehicle owned by a registered owner of an abandoned vehicle for which there are outstanding costs. (Amended 9/7/07)	Senate Transportation and Housing Committee	
AB 995 (Nava) Proposition 1B: Trade Corridors	Provides that projects funded from the Trade Corridors portion of Proposition 1B will receive priority for funding if they can accomplish all of the following: 1) enhance system efficiency and predictability; 2) significantly improve regional mobility and safety, especially in heavily congested areas; and 3) significantly reduce diesel particulate emissions and oxides of nitrogen in the trade corridor where the project is located, particularly in communities disproportionately impacted by goods movement. Requires the California Transportation Commission to coordinate with the State Air Resources Board for technical assistance in evaluating project applications for review of emission data. (Amended 8/20/07)	Senate Floor (Inactive file)	
AB 1017 (Ma) CEQA: Appeals	Requires that California Environmental Quality Act appeals regarding a local agency's approval of a negative declaration be brought within 30 days or, if the local agency extends the appeal period to 60 days, within that extended time period. (Amended 1/7/08)	Senate Environmental Quality Committee	
AB 1077 (Lieber) Plug-in Hybrids	Enacts the Plug-in Hybrid Electric Vehicle Leadership Act of 2007, establishing the Plug-in Hybrid Electric Vehicle Coordinating Council. Requires the Air Resources Board to develop certification testing protocols for emissions and fuel consumption for the different types of plug-in vehicles. (Amended 8/1/07)	Senate Appropriations Committee	
AB 1209 (Karnette) Proposition 1B	Requires the California Air Resources Board to develop allocation guidelines for the \$1 billion in funding identified in the \$19.9 billion transportation infrastructure bond for freight-related emission reduction activities that are not otherwise	Senate Appropriations Committee	

Assembly Bills	Subject	Status	MTC Position
Implementation: Air Quality Funds	required by law or regulation. The projects and measures would be required to result in emission reductions not otherwise required by law or regulation in effect at the time the board issues a notice of funding availability. Specifies that the funds only be used to implement strategies described in a required emissions reduction plan included in funding applications. Requires the administrative costs of the ARB to be paid in an appropriation in the annual Budget Act and limit those costs to \$15,000,000. (Amended 7/18/07)		
AB 1221 (Ma) Transit Villages: Tax Increment Infrastructure Financing	<i>Eliminates the requirement for voter approval for formation of an infrastructure financing district, adopting of an infrastructure financing plan, and an issuance of bonds for the purpose of developing and financing a transit facility, as defined, and would allow a legislative body, as defined, to create the district, adopt the plan and issue bonds by ordinance and resolution, as specified. This bill would also set forth the time limitations to bring an action challenging the formation of a district, the adoption of a plan, or the issuance of bonds for these purposes. This bill would require a transit village plan financed by these bonds to include specified demonstrable public benefits regarding housing, and a provision that at least 20 percent of all revenues derived from the property tax increment be dedicated to increase, improve and preserve housing that is affordable to vulnerable populations. Allows a city or county that prepares a transit village plan, with the agreement of every government agency that receives property taxes within the jurisdiction of the transit village development area and at least one government agency that owns and operates a transit station in the transit district, to engage in tax increment financing (TIF) to fulfill the goals of a transit development plan. Increases the area included in a transit village plan to include up to 1/2 mile of the exterior boundary of the parcel on which is located a transit station. Requires that at least 20 percent of the gross revenue from the application of the TIF be used to increase, improve and preserve affordable housing units within the district. Further requires that the amount of very low, low- and moderate-income housing shall be in compliance with Community Redevelopment Law. (Amended 4/30/08)</i>	Senate Local Government Committee	Support
AB 1350 (Núñez) Proposition 1B Implementation: Transit Security	Requires the \$1 billion in transit security and disaster response funds to be allocated to transit operators for eligible projects, as defined, based on the State Transit Assistance formula, with 75 percent of funds being allocated to operators in counties with a population greater than 250,000, and 25 percent to operators in counties with a smaller population. Requires funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. An eligible applicant would be required to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year. (Amended 6/1/07)	Senate Appropriations Committee	

Assembly Bills	Subject	Status	MTC Position
AB 1351 (Levine) Proposition 1B Implementation: State-Local Partnership Program	States 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 created by Proposition 1B. Provides a \$25 minimum project cost threshold for the program and restricts matching funds to voter approved sales tax measures. Provides that only highway projects and fixed-guideway projects may be eligible to receive funding. Requires the agencies involved in implementing Proposition 1B to report annually to the Legislature on the use of the bond funds and the timeliness of the project delivery milestones. (Amended 7/12/07)	Senate Appropriations Committee	Support
AB 1358 (Leno) Circulation Element: Complete Streets	Requires that beginning in 2010, the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to specify how the circulation of users of streets, roads and highways will be routinely accommodated, defined to include motorists, pedestrians, bicyclists, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. Requires that the Office of Planning and Research develop model guidelines for a local agency to use by January 1, 2009. (Amended 7/18/07)	Senate Floor (Inactive File)	
AB 1590 (Leno) Voter-Approved Vehicle Assessment Fee: San Francisco	Authorizes the City and County of San Francisco to place a local assessment for vehicles on the ballot for general revenue purposes. Provides that the assessment not exceed 2 percent of the market value of the vehicle. Requires the city and county to contract with the dept. to collect and administer the assessment. Authorizes amount of assessment be deducted against income tax. (Amended 6/1/07)	Senate Revenue and Taxation Committee (Suspense File)	
AB 1684 (Emmerson) Transit Agencies: Retention of Security Videotapes	Provides that videotapes made by a security camera system operated as part of a local public transit system shall be retained for 210 days except that the retention period for recordings made by security systems operated as part of a public transit system, or by a security system purchased or installed prior to January 1, 2007, would be 210 days or as long as the installed technology allows, whichever is shorter. Requires each entity of local government, when installing new security systems, to purchase and install the best available technology with respect to storage capacity. (Amended 6/28/07)	Senate Local Government Committee	
AB 1815 (Feuer) California Transportation Infrastructure Funding Task Force	Creates, until January 1, 2010, the California Transportation Infrastructure Funding Task Force, with 14 members appointed by the Legislature, Governor, California Transportation Commission, city and county organizations, and other specified entities. The bill would require the task force hold at least 3 public hearings around the state, and report to the Legislature and Governor by January 1, 2010 on alternatives to the current system of taxing road users through per-gallon fuel taxes. (Introduced 1/17/08)	Assembly Transportation Committee	

Assembly Bills	Subject	Status	MTC Position
AB 1845 (Duvall) Railroad-highway grade Separations	<i>Makes inoperative the requirement in current law that requires Caltrans to include \$15 million in its annual budget for highway-railroad grade separation projects on the date the Caltrans director notifies the Secretary of State that all funds made available for grade separation projects by Proposition 1B have been fully allocated and expended. States the intent of the Legislature to transfer responsibility for developing the priority list for the annual \$15,000,000 grade separation program from the Public Utilities Commission to the California Transportation Commission upon completion of the expenditure of the \$150,000,000 in Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process. (Introduced 4/16/08)</i>	Assembly Appropriations Committee	
AB 1850 (DeVore) Public-Private Partnerships	Creates until January 1, 2019 the Office of Public-Private Partnerships within the office of the Governor, and creates a process for the Office of Public-Private Partnerships to develop formal public-private partnership agreements to facilitate the construction and maintenance of the state's infrastructure, as defined. This bill would require the Director of the Office of Public-Private Partnerships to provide the Legislature with 90 days' notice before committing the state to participate in any partnership agreement. (Introduced 1/29/08)	Assembly Business and Professions Committee	
AB 1904 (Torrico) Transportation: Programming of Projects	<i>Requires the California Transportation Commission to establish guidelines for a process to enable counties or regional transportation planning agencies to exchange funds apportioned to the agency on behalf of the county, to exchange funds apportioned to the county under the state transportation improvement program for federal funds in order to fund a project with GARVEE bonds. Provides that, for purposes of calculation of state highway miles in a county for the county shares formula, would provide that the total number of state highway miles in a county shall be calculated so that it is not less than the total number of <i>state highway</i> miles that existed in the county on January 1, 2008. Also requires the commission, along with other transportation-related entities to, develop guidelines establishing a process for a regional transportation planning agency or a countywide transportation planning agency to exchange specified state transportation funds apportioned to a county for specified federal transportation funds. (Amended 4/14/08)</i>	Assembly Appropriations Committee	
AB 1978 (Solorio) Public Records: Computer Mapping Systems	Provides that computer-mapping software developed by a state or local agency is not itself a public record subject to the California Public Records Act and specifies that agencies may sell, lease or license the software for commercial or noncommercial use. (Introduced 2/14/08)	Assembly Governmental Organization and Local Government Committees	
AB 2094	Requires that the San Francisco Bay Conservation and Development Commission	Assembly	Support

Assembly Bills	Subject	Status	MTC Position
(DeSaulnier) Joint Policy Committee: Membership	(BCDC) be represented on the Joint Policy Committee (in addition to the Association of Bay Area Governments, the Bay Area Air Quality Management District and the Metropolitan Transportation Commission). Also authorizes BCDC, in coordination with local governments, regional councils of government, and other agencies and interested parties, to develop regional strategies, as needed, for addressing impacts of and adapting to the effects of sea level rise and other impacts of global climate change in the Bay Area. (Amended 4/07/08)	Appropriations Committee	
AB 2295 (Arambula) Transportation Capital Improvements	Provides that local road rehabilitation projects are eligible for State Transportation Improvement funds. (Introduced 2/21/08)	Senate Transportation and Housing Committee	
AB 2376 (Price) Small & Emerging Contractors; Assistance Program	Requires the Department of Transportation, in consultation with the Office of Small Business Advocate, to establish by June 1, 2009, a Small and Emerging Contractor Technical Assistance Program for the purpose of providing training and technical assistance to small contractors, as defined, to improve their ability to secure surety bond guarantees, offered by the federal Small Business Administration, that are necessary to qualify for public works construction projects , as specified. (Amended 4/16/08)	Assembly Appropriations Committee	
AB 2388 (Feuer) Vehicle License Fees: Passenger Vehicles: Registration Fees	Declares the intent of the Legislature to enact legislation to revise the Vehicle License Fee Law to include fees on passenger vehicles for weight and carbon dioxide emissions <i>Imposes for passenger vehicles (1) a weight fee for a vehicle operated with an unladen vehicle weight of 10,000 pounds or less according to a specified schedule and (2) a carbon dioxide fee based on the pounds of CO2 emitted by the vehicle. Applies these provisions to all original registrations on or after July 1, 2010, and to registration renewals to vehicles with expiration dates on or after October 1, 2010. The bill would exempt specified persons who are eligible for public assistance from its provisions.</i> (Amended 4/3/08)	Assembly Transportation Committee	
AB 2480 (Runner) CalWORKs Eligibility: Vehicle Asset Limit	<i>Increases to \$7,000 (from the current \$4,650) the value of a licensed motor vehicle (or the equity value for a leased vehicle) that is subject to the asset limit for participation in the CalWORKs program, and subjects that amount to annual adjustment of the lesser of the three percent or the change in the consumer price index. Specifies that the CalWORKs asset limits apply to a licensed motor vehicle that is either owned or leased by the applicant or recipient.</i> (Amended 4/23/08)	Failed Passage 4/30/08, Assembly Human Services Committee	
AB 2500 (Strickland)	Increases the annual amount budgeted to the State Department of Transportation for allocation to grade separation projects from \$15 million to \$165 million.	Assembly Transportation	

Assembly Bills	Subject	Status	MTC Position
Grade Separation Projects	(Introduced 2/21/08)	Committee	
AB 2638 (Coto) California Air Quality and Environmental Health Act	Requires the State Board of Equalization to collect a fee of an unspecified amount <i>to be determined by the State Air Resources Board</i> on the sale or lease of a new passenger motor vehicle that, among other things, has a federal fuel economy rating of 15 miles per gallon or less. The bill would create the California Air Quality and Environmental Health Fund, and would continuously appropriate moneys in the fund to the State Air Resources Board to finance projects and programs that will mitigate or prevent the air pollution harm caused by vehicles subject to the fee. (Amended 3/24/08)	Assembly Transportation Committee	
AB 2646 (Leno) Treasure Island Transportation Management Infrastructure Financing Districts: City and County of San Francisco	Enacts the Treasure Island Transportation Management Act. Authorizes the Board of Supervisors of the City and County of San Francisco to designate a board or agency to act as the transportation management agency for Treasure Island, defined to also include Yerba Buena Island. Authorizes the transportation management agency to administer and collect all revenues generated by that program and to expand those revenues for any purpose related to the program Authorizes the City and County of San Francisco to create an infrastructure financing district that includes specified waterfront property to modify the procedures to adopt an infrastructure financing plan, and to not include projected increases in ad valorem property taxes to specified annual apportionments and allocations of these taxes. (Amended 4/21/08)	Assembly Transportation Committee	
AB 2650 (Carter) Department of Transportation: Environmental Process	Provides for a surface transportation project delivery pilot program. Requires a report to extend the operation of the pilot program. (Amended 4/23/08)	Assembly Floor	
AB 2744 (Huffman) Metropolitan Transportation Commission: Motor Vehicle Fuel Fee	<i>Repeals MTC's current authorization to seek voter approval for up to a 10-cent regional gas tax, and instead authorizes MTC to seek voter approval to impose a regional fee of up to 10-cents per gallon on motor vehicle fuel (excluding aircraft fuel) for 25 years, if approved by voters within the region at an election. Requires MTC, working with the Bay Area Air Quality Management District (BAAQMD), to adopt a regional transportation/climate protection expenditure plan for the revenues derived from the fee. The transportation and climate protection expenditure plan shall fund programs and projects to cost effectively reduce greenhouse gas emissions directly associated with the operation of motor vehicles. The regional transportation and climate protection expenditure plan shall describe</i>	Failed Passage 4/14/08, Assembly Transportation Committee; Reconsideration Granted	

Assembly Bills	Subject	Status	MTC Position
	<p><i>proposed transportation projects and programs and the estimated cost of each. Adoption of the expenditure plan by MTC and the BAAQMD shall include a finding that the expenditure plan will achieve a nexus between payment of the fee and the mitigation of greenhouse gas emissions. MTC and BAAQMD shall prioritize expenditures that are most cost effective and producing reductions in greenhouse gas emissions from motor vehicle use in the Bay Area. These reductions should include the associated greenhouse gas emission reduction benefits of reduced traffic congestion to ensure the reductions accurately reflect the full benefits of the project or program. The expenditure plan development process shall include the development of a diverse working group, with representatives from regional agencies and commissions, local agencies, such as cities, counties and congestion management agencies, nonprofit transportation and land use expert, academic institutions working on climate change and vehicle miles traveled reduction, and other interested groups. This working group shall make recommendations to the commission and the BAAQMD on which projects to include in the expenditure plan. The expenditure plan must include a finding by MTC that implementation of the plan will achieve a nexus between payment of the fee and benefit received, including long-term offsetting of the congestion and climate change impacts of motor fuel consumption. Projects and programs included in the expenditure plan must reflect an equitable distribution of revenues throughout the region, with not less than 95 percent of revenues from each county, based on population, being invested over the 25-year life of the fee in projects attributable to that county. Every five years, no less than 80 percent of the revenues from each county, based on population, must be invested in projects attributable to that county. Requires county boards of supervisors in the nine-county San Francisco Bay Area, upon request of MTC and BAAQMD, to place a measure on the ballot of a primary or general election. (Amended 4/8/08)</i></p>		
<p>AB 2870 (DeSaulnier) California Blueprint Implementation Commission</p>	<p>Creates the California Blueprint Implementation Commission Commission <i>Council</i>, consisting of designated members, that would, in part, “facilitate implementation of regional footprint <i>blueprint</i> projects.” Membership would consist of 11 members, six of whom would be appointed by the governor representing: the Southern California Association of Governments, <i>a representative who serves on the governing board for both the Metropolitan Transportation Commission and of the Association of Bay Area Governments, The San Diego Association of Governments, The Sacramento Area Council of Governments, a municipal planning organization or council of governments located in the central valley area of California</i> the San Joaquin Valley Regional Policy Council, and any municipal planning organization or council of governments that is not identified above. The</p>	<p>Assembly Appropriations Committee</p>	<p>Support</p>

Assembly Bills	Subject	Status	MTC Position
	<p>remaining five members would include one representative each from the California Air Resources Board, the State Energy Resource Conservation and Development Commission, the California Transportation Commission, the Speaker of the Assembly and the President pro Tempore of the Senate. <i>Also requires the council to report to the Legislature on state planning matters and specified regional performance measures. The bill would authorize a municipal planning organization or council of governments to adopt a resolution to impose a \$1 motor vehicle registration surcharge on vehicles registered in the entity's jurisdiction that would be collected by the Department of Motor Vehicles and, after deducting its administrative costs, would be transmitted to the entity imposing the surcharge. The bill would require that the surcharge revenue be expended to develop and implement a regional blueprint plan and would specify that 5% of the surcharge revenue be transmitted to the council for performance of its functions.</i> (Amended 4/10/08)</p>		
<p>AB 2906 (Tran) High-Occupancy Vehicle Lanes: Buffer Areas</p>	<p>Repeals provisions in current law requiring that High-Occupancy Vehicle Lanes be separated from adjacent mixed-flow lanes by a buffer area of at least 4 feet in width. Urgency statute. (Introduced 2/22/08)</p>	<p>Senate Transportation and Housing Committee</p>	
<p>AB 2971 (DeSaulnier) Fees: Construction of Bridges and Major Thoroughfares: <i>Fatalities</i></p>	<p>Creates the Fair Share for Safety program. Requires Caltrans to conduct an annual analysis for fatality rates of all modes of travel, as specified, and to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel. Authorizes a local agency to require the payment of a fee, as specified, as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing other transportation facilities, including pedestrian, bicycle, transit, and traffic-calming facilities, if specified conditions are met. The fees collected would be deposited in a multimodal fund. (Amended 3/24/08)</p>	<p>Assembly Appropriations Committee</p>	
<p>AB 3034 (Galgiani) Safe, Reliable High-Speed Passenger Train Bond Act</p>	<p>Makes various revisions to the bond act to be submitted to the voters. The bill would refer to construction of a high-speed train system consistent with the authority's certified environmental impact report of November 2005, rather than with the final business plan of June 2000. The bill would revise the descriptions of route segments <i>corridors</i> of the proposed high-speed train system. The bill would require excess revenues from operation of the high-speed train system beyond the amount needed for high-speed train purposes, as defined <i>determined</i> by the authority, <i>to be used to finance construction of the high-speed train system, and any remaining revenue</i> to be deposited in the General Fund. The bill would require</p>	<p>Assembly Appropriations Committee</p>	

Assembly Bills	Subject	Status	MTC Position
	<p>that not more than 10% of bond proceeds be used for environmental studies, planning, and <i>preliminary</i> engineering activities, and would require the authority to have a detailed funding plan for each segment of the system that identifies the full cost of construction and the sources of revenues for that segment, prior to awarding a construction contract for the segment. The bill would require the authority to give priority in selecting each specific segment <i>segments</i> for construction to those segments that <i>are expected to</i> require the least amount of bond funds as a percentage of total cost of construction, among other considerations. Urgency Statute. (Introduced 4/21/08)</p>		
<p>AB 3039 (Benoit) High-Occupancy Vehicle Lanes</p>	<p>Requires Caltrans, at the request of a county transportation commission or a regional transportation planning agency, to modify existing exclusive or preferential lanes that are for buses and other high-occupancy vehicles within the respective jurisdiction of the requesting entity to provide continuous access to buses and other high-occupancy vehicles. The bill would encourage the department to move these modifications in conjunction with planned restriping projects. (Introduced 2/22/08)</p>	<p>Assembly Transportation Committee</p>	
<p>ACA 10 (Feuer) Transportation Infrastructure; Vote Requirements; Bonded Indebtedness</p>	<p>Creates an additional exception to the 1 percent limit on the ad-valorem tax on real property for a city, county, or city and county, to pay for bonded indebtedness incurred to fund specified transportation infrastructure that is approved by 55 percent of the voters of the city, county, or city and county, as appropriate. Lowers to 55 percent the voter approval threshold for a city, county, or city and county, to impose, extend, or increase any special tax for the purpose of paying the principal, interest, and redemption charges on bonded indebtedness incurred to fund specified transportation infrastructure. Lowers to 55 percent the voter approval threshold for a city, county, or city and county, to incur bonded indebtedness, exceeding in one year the income and revenue provided in that year, that is in the form of general obligation bonds to fund specified transportation infrastructure. (Introduced 1/7/08)</p>	<p>Assembly Desk</p>	<p>Support</p>

Senate Bills	Subject	Status	MTC Position
SB 9 (Lowenthal) Proposition 1B: Trade Corridors Improvement Fund	Requires that projects funded from this account be included in a regional transportation plan, be fully funded upon receipt of these funds and be ready for construction. Requires consideration of specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity. Designates four trade corridors eligible to receive funding (including the corridor that commences at the Port of Oakland and extends through Donner Pass to the Nevada state line as well as the corridor that commences at the Port of Oakland and extends to the San Joaquin Valley), but provides that \$50 million may be allocated to projects outside those corridors that meet specified criteria. Establishes criteria for project selection based on improvement of mobility of freight and air quality improvements. Requires projects to be ready for construction by 2013. Requires the California Transportation Commission to adopt guidelines for the program by April 1, 2008. Requires inclusion of a plan to mitigate emissions associated with projects. (Amended 8/20/07)	Assembly Appropriations Committee	
SB 19 (Lowenthal) Air Quality Improvement Account: Proposition 1B	Requires the Air Resources Board to develop a Goods Movement Emissions Reduction Program and specifies the goals of the program as well as the eligible projects. Further requires that the board ensure that bond funds are supplemented and matched with funds from federal, state, local, and private sources to the maximum extent feasible and that the \$1 billion is matched by \$1 billion from local, state, federal and private sources. (Amended 7/17/07)	Assembly Appropriations Committee	
SB 53 (Ducheny) State Highway System Perform- ance Review	Requires the Department of Transportation to calculate performance measures to establish an evaluation and rating of the overall quality of the state highway system and to develop additional performance measures to determine the integrity of the physical infrastructure of the state highway system. Requires an annual report to the Legislature in that regard. (Amended 4/10/07)	Assembly Floor (Inactive File)	
SB 61 (Runner) Public-Private Partnerships	Adds Caltrans to the eligible entities that may apply to the California Transportation Commission to develop and operate high occupancy toll (HOT) lanes or toll roads. Deletes provisions enacted last year that would require Legislative approval of such HOT lanes as well as provision that places a maximum of four new HOT lanes statewide. (Amended 5/1/07)	Assembly Transportation Committee	
SB 140 (Kehoe) Renewable Diesel	Requires that at least 2 percent of all diesel fuel sold or offered for sale in the state for use in internal combustion engines be renewable diesel fuel no later than one year after a specified finding is made by the state board, and, that this increase to 5 percent no later than two years after the implementation of standard. Requires the	Assembly Floor (Inactive File)	

Senate Bills	Subject	Status	MTC Position
Fuel	State Energy Resources Conservation and Development Commission to submit a feasibility analysis to the Legislature by June 1, 2008 that assesses the state's potential to produce feedstocks of renewable diesel fuel. (Amended 8/31/07)		
SB 286 (Lowenthal) Enhancement Funds: Conservation Corps	With respect to federal funds made available to the state for transportation enhancement projects, requires transportation planning agencies, county transportation commissions or authorities, and congestion management agencies to adopt criteria giving priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, as defined, or the California Conservation Corps to construct or undertake the project. The bill would authorize these agencies and the Department of Transportation to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the California Transportation Commission, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps as partners with applicants that commit to employ the services of corps members in the construction of those projects. (Amended 1/17/08)	Assembly Appropriations Committee	
SB 344 (Machado) State and Local Governments: Public Finance	Provides that the acquisition of bonds by or on behalf of a state or local government that issued the bonds does not cancel, extinguish or otherwise affect the bonds, and that the issued bonds shall be treated as outstanding bonds for all purposes, except to the extent otherwise determined by the issuer or as provided in the constituent instruments defining the rights of the holders of the bonds. Urgency statute. (Amended 3/6/08)	Signed by Governor 3/26/08, Chapter 3, 2008 Statutes	Support
SB 375 (Steinberg) California Environmental Quality Act (CEQA): Urban Infill Projects	Requires the California Transportation Commission to adopt guidelines for travel models that meet certain requirements. Requires that regional transportation plans contain a sustainable communities strategy that meets reductions in carbon dioxide emissions by 2020 and 2035 as provided by the Air Resources Board by January 1, 2009. Further requires that the ARB update these targets every five years until 2050. In the event that the sustainable communities strategy does not reach the targets, requires metropolitan planning organization to submit a supplement that includes ideas for how the targets could be reached through alternative development patterns or additional transportation measures. Requires those agencies that adopt the sustainable communities strategy to identify lands for growth in housing and employment in accordance with specified priorities which prioritize infill development	Assembly Appropriations Committee	Support

Senate Bills	Subject	Status	MTC Position
	and require a description of feasible mitigation measures for any development on undeveloped or vacant land or significant resource areas. Requires that future regional transportation improvement program projects be consistent with the preferred growth scenario, but “grandfathers” in projects that are funded by Proposition 1B or that are contained in the 2007 or 2009 federal transportation improvement program, or listed in a local sales tax measure prior to December 31, 2006. Requires that the preferred growth scenario be consistent with adopted state planning priorities. Provides for a streamlined CEQA process for projects that are located within jurisdictions whose general plans are consistent with a sustainable communities strategy and that meet specified requirements. Declares Legislative intent that there is no mandate contained in the bill that will result in costs incurred by a local agency or school district for a new program or higher level of service which require reimbursement (Amended 3/24/08)		
SB 445 (Torlakson) Greenhouse Gas Mitigation Fee	Authorizes specified regional transportation agencies to impose a greenhouse gas mitigation fee, <i>either on vehicles subject to registration within the jurisdiction of the agency implementing the fee, or a fee on motor vehicle fuel, not to exceed .10 cents per gallon, that is sold within the agency’s jurisdiction.</i> The bill would require the fee to be implemented pursuant to a plan, which would be required to contain an expenditure plan describing specified transportation projects and programs to be funded from fee revenues. The fee, collected by the Department of Motor Vehicles, <i>or another appropriate agency, as appropriate,</i> would be subject to majority approval of the governing board of the implementing agency and majority approval of voters of a ballot measure containing the expenditure plan and the proposed fee in the jurisdiction where the fee is to be imposed. (Amended 4/28/08)	Assembly Transportation Committee	
SB 494 (Kehoe) Alternative Fuels	Requires the Air Resources Board to develop and adopt regulations by June 30, 2009 that will ensure that 25 percent of new passenger vehicles and light-duty trucks sold in the state each year are clean alternative vehicles by January 1, 2015, and that commencing January 1, 2020, one-half of new passenger vehicles and light-duty trucks sold in the state each year are clean alternative vehicles. (Amended 6/26/07)	Assembly Transportation Committee	
SB 716 (Perata) Proposition 1B Implementation: Transit Funding	Specifies requirements for an eligible project sponsor to receive an allocation of funds appropriated from the Public Transportation Modernization, Improvement, and Service Enhancement Account created by Proposition 1B, including a requirement that a project have a minimum useful life, consistent with State General Obligation Bond law. Requires that funds can be encumbered within three years of receiving an allocation. Requires the California Transportation	Assembly Appropriations Committee	

Senate Bills	Subject	Status	MTC Position
<p>SB 732 (Steinberg) Proposition 84: Sustainable Communities Council</p>	<p>Commission and the Controller to administer these provisions. (Amended 7/11/07)</p> <p>Provides for the creation of Sustainable Communities Council to administer the \$90 million planning program and the \$90 million Urban Greening program funded under the Sustainable Communities & Climate Change Reduction portion of Proposition 84. The Council, which shall consist of the Secretaries of the Resources Agency, Environmental Protection, the Business, Transportation and Housing Agency, and two members of the public appointed by the Governor. The bill provides that the Senate Rules Committee and the Speaker of the Assembly may each appoint a member of their respective houses to participate on the council as long as their participation does not conflict with their legislative duties. The bill requires the council to develop various grant programs for the \$90 million available for planning, including: 1) a grant program for cities and counties to update their general plans, subject to various requirements; 2) a grant program for cities and counties to implement their general plans; 3) a grant program to support the preparation and adoption of regional blueprint planning programs; and 4) a grant program to support the implementation of regional blueprint planning programs. Provides that the council may not impinge upon local governments' land use authority. (Amended 9/7/07)</p>	<p>Assembly Floor (Inactive File)</p>	
<p>SB 748 (Corbett) Proposition 1B Implementation: State-Local Partner- ship Program</p>	<p>Specifies the eligible matching funds for this program to include any local or regional voter approved tax or fee or uniform developer fees. Provides for a competitive process to be administered by the California Transportation Commission (CTC). Establishes a wide array of project eligibility and a minimum project cost of \$1 million. Requires the CTC to adopt guidelines for the program. (Amended 7/12/07)</p>	<p>Assembly Appropriations Committee</p>	<p>Support</p>
<p>SB 841 (Calderon) Mature Driver Improvement Course</p>	<p>Amends existing law that requires the Director of Motor Vehicles (DMV) to establish standards and develop criteria for approval of initial and renewal mature driver improvement courses. Specifies that a course may be offered in an Internet format, if the course is educationally equivalent to the course provided in the classroom format. Authorizes the DMV to require an Internet format course provider to include technologies that reasonably verify the identity of a person taking that course. (Amended 6/27/07)</p>	<p>Assembly Floor (Inactive File)</p>	
<p>SB 889 (Maldonado) High-Occupancy</p>	<p>Requires the Department of Transportation, until January 1, 2011, in cooperation with the Department of Motor Vehicles to establish the Carpool Education Pilot Program for educating the public on the use of highway lanes and highway ramps for high occupancy vehicles and for reporting alleged violations and for the Department</p>	<p>Assembly Appropriations Committee</p>	

Senate Bills	Subject	Status	MTC Position
Vehicle Lane Education	of Transportation to mail notices and educational brochures to alleged violators. (Amended 7/2/07)		
SB 947 (Hollingsworth) California Environmental Quality Act Exemptions	Requires notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning such a project, and requires the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation. (Amended 4/30/07)	Assembly Natural Resources Committee	
SB 974 (Lowenthal) Container Fee for Congestion Relief & Environmental Mitigation	Requires the ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through their respective ports at a rate not to exceed \$30 per twenty-foot equivalent unit. Requires the ports of Los Angeles and Long Beach to transmit half of the funds derived from fee to the San Pedro Bay Port Congestion Relief Trust Fund, which the ports would be required to establish and half to the San Pedro Bay Port Mitigation Relief Trust Fund, which the ports would be required to establish. Requires the Port of Oakland to transmit half of the funds derived from the fee to the Port of Oakland Port Congestion Relief Trust Fund, which the port would be required to establish, and half to the Port of Oakland Port Mitigation Relief Trust Fund, which the port would be required to establish. Moneys transmitted to the San Pedro Bay Ports Congestion Relief Trust Fund and the Port of Oakland Port Congestion Relief Trust Fund to be available, for expenditure by the California Transportation Commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from those ports, and funding the administrative costs of this program. Prohibits moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to the general fund of specified local entities. The bill would prohibit the use of the funds for construction, maintenance, or improvements to highways, with certain exceptions. Require the moneys transmitted to the San Pedro Bay Ports Mitigation Relief Trust Fund and the Port of Oakland Port Mitigation Relief Trust Fund to be available for expenditure by the California Air Resources Board to develop a list of projects to mitigate air pollution caused by the movement of container cargo to and from those ports, and for the administration of this program. Prohibits moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to, the general fund of specified local entities. (Amended 9/5/07)	Assembly Floor	Support and Seek Amendments

Senate Bills	Subject	Status	MTC Position
SB 1093 (Wiggins) San Francisco Bay Area Water Emergency Transportation Authority	Makes clarifying, technical changes to the statute governing the San Francisco Bay Area Water Emergency Transportation Authority. Clarifies the planning, management and operations responsibilities of the water transportation services vested in the San Francisco Bay Area Water Emergency Transportation Authority. Extends the date by which WETA must adopt a transition plan from January 1, 2009 to July 1, 2009. Additionally requires the transition plan to include the following: (a) Descriptions of WETA's proposed changes in the operation of existing	Senate Appropriations	
SB 1093 (Wiggins) WETA (cont'd)	<i>services, including how the services will be seamlessly integrated to other forms of public mass transportation (b) Description of the services, responsibilities, and liabilities of WETA and the agency providing ferry services (c) Description of proposed compensation if the transition plan proposes the transfer of assets from the current service providers to WETA, including vessels, terminals, parking structures, and personnel. Further, no transfer of assets to WETA can occur until the amount of compensation is mutually agreed upon. Should there be differences between WETA and the local agency, they may enter into an agreement to arbitrate their difference. Requires WETA, if it proposes changes in the transition plan to ferry service provided by the City of Vallejo, to ensure that the changes are consistent with the city's general plan, the redevelopment plan for the city's downtown and waterfront, and its development and disposition agreements for the city's downtown and waterfront redevelopment projects, including parking garages for ferry passengers and the a bus/ferry intermodal facility. Requires WETA to ensure that the transition will provide for the continuation of the maintenance facility on Mare Island for ferry boats and will honor plans for expansion of the facility that have received funds prior to January 1, 2008. Prohibits WETA from compelling operational changes to ferry services operated by the cities of Vallejo and Alameda prior to the adoption of the transition plan. Limits WETA's financial obligations, when accepting a transfer, to the following: (a) Financial obligations associated with the operations of the services and facilities being transferred. (b) Costs, on a pro rata basis, associated with any long-term engine repowering or engine overhauling necessary to keep the vessels being transferred in working order. (c) Costs associated with any dredging required prior to the transfer of ferry services. Also guarantees that a city in which the ferry terminal generates at least 40 percent of the total receipts of the system operated by WETA will have a representative on the governing board. Requires WETA to hold a public hearing at least 60 days prior to adopting changes to schedules, fares, and rental fees in the city where the ferry terminal affected by the changes is located. Requires that WETA make</i>	Senate Appropriations	

Senate Bills	Subject	Status	MTC Position
	<p><i>available plans and changes in fares or services on the internet and in papers of general circulation in the communities affected by the proposed changes at least 30 days prior to the public hearing. Authorizes WETA to form a community advisory committee. Protects the bargaining rights and agreements of current employees. (Amended 4/21/08)</i></p>		
<p>SB 1118 (Negrete McLeod) Airports: Airport Land Use Commissions</p>	<p>Eliminates the authority of the board of supervisors of a county in which an airport is located that is operated for the benefit of the general public that is not served by a scheduled airline to adopt a resolution declaring that the county is exempt from establishing and airport land use commission. Repeals the authority of a board of supervisors and city selection committee of mayors to designate a body to assume the planning responsibilities of an airport land use commission. <i>Repeals the prohibition upon a commission charging fees if the commission has not adopted an airport land use compatibility plan by June 30, 199, and repeals the exceptions to that prohibition. (Amended 4/23/08)</i></p>	<p>Assembly Desk</p>	
<p>SB 1174 (Lowenthal) Hybrid and Electric Vehicles: Visually Impaired Pedestrians</p>	<p>Requires the State Energy Resources Conservation and Development Commission to convene a Quiet Motorized Road Vehicle and Safe Mobility Committee comprising of representatives from specified entities to research, identify, and make recommendations to the commission on strategies to ensure that motor vehicles, regardless of engine type or configuration, emit sound sufficient to be heard and localized by pedestrians who are blind or visually impaired. The commission, on or before January 1, 2010, would be required to submit a report to the Legislature on the recommendations from the committee. The commission would be required to implement these requirements using moneys from non-General Fund revenues. Sunsets on January 1, 2011. (Amended 4/10/08)</p>	<p>Senate Appropriations Committee (Suspense File)</p>	
<p>SB 1363 Perata Transportation Projects: Lease Agreements</p>	<p>Extends existing law that authorizes Caltrans and regional transportation agencies to enter into up to four comprehensive development lease agreements with public and private entities for transportation projects primarily designed for improvement of goods movement that may charge uses of those projects tolls and user fees. (Introduced 2/21/08)</p>	<p>Senate Transportation and Housing Committee</p>	
<p>SB 1374 (Battin) Vehicles: HOV</p>	<p>Removes the cap on the number of distinctive decals, labels, and other identifiers that are available for specified low-emission vehicles granted access to high-occupancy vehicle lanes even though the vehicles do not carry the requisite number of passengers to qualify as high-occupancy vehicles. The Department of Motor</p>	<p>Senate Transportation and Housing Committee</p>	

Senate Bills	Subject	Status	MTC Position
Lanes	Vehicles would also be required to make available distinctive decals, labels, and other identifiers for vehicles that have received an offset for their carbon dioxide emissions from a program certified by the State Air Resources Board. The bill would provide that owners of these vehicles would not be entitled to distinctive decals, labels, or other identifiers until the federal government acts to approve the use of high-occupancy vehicle lanes by these vehicles, regardless of occupancy. (4/14/08)		
SB 1429 Perata State-owned Toll Bridges	Requires state-owned toll bridge project sponsors to seek supplemental funding from state general obligation bond funds made available for transportation capital improvements <i>provide that identification of the source of any state matching funds for the toll revenues is to be included in the information reported to the Bay Area Toll Authority (BATA) by Caltrans and project sponsors, and that BATA may include this reported data in its Annual Report to the San Francisco Bay Area State Legislative Delegation.</i> (Amended 4/23/08)	Senate Transportation and Housing Committee	
SB 1731 Yee Vehicles: Fees: Metropolitan Transportation Commission: Congestion Mitigation	Authorizes the Metropolitan Transportation Commission to impose a \$1 vehicle registration fee (essentially doubling the current \$1 fee for the Service Authority for Freeways and Expressways) in the counties under its jurisdiction to implement congestion mitigation strategies within the region, such as use of smart technology and incident management, which includes, but is not limited to, expansion of the Department of Transportation's traffic operations system and expansion of ramp metering. Upon a determination to impose the fee, the bill would require MTC to adopt a program of projects that will be funded by the fee revenues, as specified, and would establish standards for the modification of a project or as applied to a project that exceeds \$10,000,000. <i>Requires MTC to pay for the initial setup and programming costs identified by the Department of Motor Vehicles as part of the initial revenues distributed.</i> (Amended 4/23/08)	Failed Passage Senate Floor, 5/1/08; Reconsideration granted	Support

Federal Bills	Subject	Status	MTC Position
HR 534 (Lynch) Rail Transit Safety & Security	Provides for the security and safety of rail and rail transit transportation systems, and for other purposes. (Introduced 1/17/2007)	House Homeland Security & Transportation & Infrastructure Committees	
HR 535 (Lynch) Rail Worker Emergency Training Program	Provides for a Rail Worker Emergency Training Program. (Introduced 1/17/2007)	House Homeland Security & Transportation & Infrastructure Committees	
HR 656 (Reichert) Higher Standards for Automobile Fuel Economy	To require higher standards of automobile fuel efficiency with the goal of reducing the amount of oil used for fuel by automobiles in the United States by 10 percent beginning in 2017, and for other purposes. (Introduced 1/24/2007)	House Energy & Commerce Committee	
HR 734 (Pitts) Public Transportation Projects	Allows additional transit systems greater flexibility with certain public transportation projects. (Introduced 1/30/2007)	House Transportation & Infrastructure Committee	
HR 1269 (Oberstar) Public Transportation Security	Provides \$3.4 billion for public transit capital and operational security grants over a four-year period. Requires a local match of 20 percent. Requires the Department of Homeland Security, in coordination with DOT, to develop a security training program and issue guidance for the program. (Introduced 3/1/07)	House Subcommittee on Transportation Security and Infrastructure Protection	
HR 1401 (Thompson) Public Transportation Security	Provides \$3.4 billion for public transit capital and operational security grants over a four-year period. Requires the Department of Homeland Security, in coordination with the Department of Transportation, to develop a security training program and issue guidance for the program. (Amended 3/27/07)	Senate Science, Commerce and Transportation Committee	
HR 1475 (McGovern) Public Transit Benefits	Raises the allowable pre-tax transit benefit that an employer can offer its employee to \$215 per month — creating parity with the pre-tax parking benefit. (Introduced 3/12/07)	House Ways & Means Committee; House Committee on Oversight & Government Reform	Support

Federal Bills	Subject	Status	MTC Position
HR 1984 (Baird) Buy America Requirement: Bay Bridge Project	Requires that the Federal Highway Administration apply the Buy America requirement to an entire project, rather to individual project contracts. (Introduced 4/20/07)	House Transportation & Infrastructure Committee	Oppose
HR 2701 (Oberstar) Climate Change: Energy Security	Provides funding to mitigate the effects of climate change by promoting energy efficient transportation and public buildings, creating incentives for the use of alternative fuel vehicles and renewable energy, and ensuring sound water resource and natural disaster preparedness planning, and for other purposes. Provides for 100 percent federal match for Congestion Mitigation and Air Quality Projects for FY 2008 and 2009, if the funds are to be used to acquire clean fuel or alternative fuel vehicle-related equipment or facilities for the purposes of complying with or maintaining compliance with the Clean Air Act. Provides for 100 percent federal match for an additional \$750 million to be authorized in FY 2008 and 2009 for Urbanized Area transit formula grants. (Amended 6/20/07)	House Transportation & Infrastructure Committee	
HR 2783 (Tauscher) Emergency Relief Funding Eligibility: Enhanced Transit Services and Traveler Information	Provides that traveler information and transit service is an eligible federal expenditure for emergency transportation under Title 23. Applies the provisions retroactively to April 29, 2007 in order to ensure reimbursement of the costs incurred relative to the MacArthur Maze fire. (Introduced 6/19/07)	House Transportation & Infrastructure Committee	
HR 2881 (Oberstar) Federal Aviation Administration Reauthorization	Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2011, to improve aviation safety and capacity, to provide stable funding for the national aviation system, and for other purposes. (Amended 9/20/07)	Senate	
HR 3248 (Oberstar) SAFETEA Corrections Bill	Makes a number of technical corrections to the Safe, Flexible, Efficient, Transportation Equity Act (SAFETEA) including postponing the due date for the National Surface Transportation Revenue Commission's report and making eligible for re-imbursement the cost of additional transit service and traveler information services that was provided in the wake of the MacArthur Maze meltdown. (Amended 8/3/07)	Senate Environment and Public Works	

Federal Bills	Subject	Status	MTC Position
HR 3999 (Oberstar) National Highway Bridge Reconstruction and Inspection Act	Establishes a risk-based prioritization for replacement and rehabilitation of deficient bridges. Requires states to bi-annually inspect their bridges and provide information to the U.S. Secretary of Transportation for inclusion in a national bridge inventory and to create and update every five years a bridge performance plan. Prevents states from 'flexing' bridge funds unless they have no structurally deficient bridges. Establishes minimum requirements for inspection standards and creates a training program for bridge inspectors. Authorizes and additional \$1 billion in FY 2008 and FY 2009 for the bridge program. Additional funds would need to be appropriated. (Amended 10/31/07)	Senate	
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes. (Amended 10/30/2007)	House Transportation and Infrastructure Committee	
S 406 (Hutchison) Transit Operating Funding	Makes operating costs of equipment and facilities for use in public transportation in an urbanized area with a population of more than 200,000 an eligible expense of federal transit funding if such public transportation system operates less than 100 buses on fixed-route service during peak service hours. (1/26/2007)	Senate Banking, Housing and Urban Affairs Committee	
S 642 (Durbin) Environmental Justice	Codifies in federal law Executive Order 12898, relating to environmental justice, to require the Administrator of the Environmental Protection Agency to fully implement the recommendations of the Inspector General of the Agency and the Comptroller General of the United States, and for other purposes. (2/16/2007)	Senate Environment and Public Works Committee	
S 712 (Schumer) Public Transit Benefits	Raises the allowable pre-tax transit benefit that an employer can offer its employee to \$215 per month — creating parity with the pre-tax parking benefit. (Introduced 3/12/07)	Senate Finance Committee	Support
S 1594 (Lautenberg) Port Safety & Security	Improves security and safety for ports, especially for hazardous cargoes. (Introduced 6/12/07)	Senate Commerce, Science & Transportation Committee	
S 1766 (Bingaman) Low Carbon Economy Act	Creates a mandatory "cap and trade" system for carbon. (Introduced 7/11/07)	Senate Environment and Public Works Committee	

Federal Bills	Subject	Status	MTC Position
S 2191 (Lieberman) Climate Security Act	Establishes federal carbon reduction targets of 4 percent below 1990 level by 2020 and 63 percent below the 2005 level by 2050. Establishes allowable greenhouse gas allowances for each year from 2012 to 2050 for a cap-and-trade system. (Amended 10/24/07)	Senate Environment and Public Works Committee	
S 2555 (Boxer) State Control of Greenhouse Gas Emissions	Grants the waiver from federal regulations sought by the state of California to permit the state to immediately proceed under its own adopted regulations to control greenhouse gas emissions from motor vehicles, and extends the waiver option to other states. (Introduced 1/24/08)	Senate Environment and Public Works Committee	

California Legislature
2007-08 Regular Session Calendar

<p>January 2008</p> <p>1 Statutes take effect</p> <p>7 Legislature reconvenes</p> <p>8 Governor's State of the State Address</p> <p>10 Budget must be submitted by Governor</p> <p>25 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>July</p> <p>3 Summer recess begins upon adjournment, provided budget bill has been passed</p>
<p>February</p> <p>22 Last day to introduce bills</p>	<p>August</p> <p>4 Legislatures reconvenes from summer recess</p> <p>15 Last day for fiscal committees to meet and report bills to the Floor</p> <p>18-31 Floor session only. No committee may meet for any purpose.</p> <p>22 Last day to amend a bill on the Floor</p> <p>31 Last day for any bill to be passed. Final Recess begins upon adjournment.</p>
<p>March</p> <p>13 Spring Recess begins upon adjournment</p> <p>24 Legislature reconvenes</p>	<p>September</p> <p>30 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1</p>
<p>April</p> <p>18 Last day for policy committees to hear and report fiscal bills for referral to fiscal committees</p>	<p>October</p> <p>2 Bills enacted on or before this date take effect Jan. 1, 2009</p>
<p>May</p> <p>2 Last day for policy committees to hear and report non-fiscal bills introduced to the Floor</p> <p>16 Last day for policy committees to meet prior to June 2</p> <p>23 Last day for fiscal committees to meet and report bills to the Floor. Last day for fiscal committees to meet prior to June 2.</p> <p>27-30 Floor session only. No committee may meet for any purpose.</p> <p>30 Last day to pass bills out of house of origin</p>	<p>November</p>
<p>June</p> <p>2 Committees may resume</p> <p>15 Budget bill must be passed by midnight</p> <p>27 Last day for policy committees to meet and report bills</p>	<p>December</p>

110th United States Congress
2008 Session Calendar

<p>January</p> <p>3 110th Congress convenes</p> <p>21 Martin Luther King Jr. Day</p>	<p>July</p> <p>4 Independence Day</p>
<p>February</p> <p>18 Presidents' Day</p> <p>18-22 Congressional District Work Period</p>	<p>August</p> <p>11-Sept. 5 Congressional District Work Period, Summer</p>
<p>March</p> <p>17-28 Congressional District Work Period, Easter</p>	<p>September</p> <p>1 Labor Day</p> <p>4 Senate reconvenes</p> <p>8 House reconvenes</p> <p>26 Senate and House Target Adjournment Date</p>
<p>April</p>	<p>October</p> <p>13 Columbus Day</p>
<p>May</p> <p>26 Memorial Day</p> <p>26-30 Congressional District Work Period, Memorial Day</p>	<p>November</p> <p>4 Election Day</p> <p>11 Veterans' Day</p> <p>27 Thanksgiving Day</p>
<p>June</p> <p>30-July 3 Congressional District Work Period, Independence Day</p>	<p>December</p> <p>22 Hanukkah</p> <p>25 Christmas Holiday</p>

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