

# Memorandum

**To:** Chair and Commissioners

**Date:** October 14, 2008

**From:** John F. Barna, Jr.  
Executive Director

**File No:** Reference # 4.1

ACTION

**Ref: State and Federal Legislation**

**Issue:**

Should the Commission take a position on state or federal legislation that it is considering?

**Recommendation:**

Staff recommends that the Commission take no action this month on legislation.

**Background:**

This is a final update on enrolled bills that went the Governor in September for consideration. Additionally, an overview of the pertinent transportation portions of two federal bills, H.R. 2095 (Railroad Safety Enhancement Act of 2008) and H.R. 1424 (Emergency Economic Stabilization Act of 2008) is included.

## **Bills Signed by the Governor**

### **Performance Based Infrastructure Bills**

AB 1954, Jeffries – High-Occupancy Toll (HOT) Lanes (Commission Position – Support).

The Commission found the Riverside County Transportation Commission (RCTC) application to be eligible under AB 1467 (Nunez, chaptered 2006) and supported AB 1954, as the legislation is needed for RCTC to successfully implement its HOT lanes project.

Bill Summary: AB 1954 authorizes a value pricing and transit development demonstration program involving HOT lanes to be conducted, administered, and operated on State Highway Route 15 in Riverside County by RCTC. AB 1954 would require RCTC and Caltrans to implement the program pursuant to a cooperative agreement that addresses specified matters with the program and to establish appropriate traffic flow guidelines.

SB 1422, Ridley-Thomas – High-Occupancy Toll Lanes (Commission Position – Support).

In July, the Commission reviewed the HOT lanes application by Los Angeles County Metropolitan Transportation Authority (MTA). The Commission found the project eligible under AB 1467 (Nunez).

SB 1486, Ducheny – Otay Mesa East Toll Facility Authority Act (Commission Position – Staff Monitoring)

Bill Summary: SB 1486 enacts the Otay Mesa East Toll Facility Act which would authorize the San Diego Association of Governments (SANDAG) to solicit and accept grants of funds and to enter into contracts and agreements for the purpose of establishing highway toll projects to facilitate the movement of goods and people along the State Route 11 corridor in the County of San Diego or at the Otay Mesa East Port of Entry. The bill also authorizes SANDAG issue bonds to impose tolls, and to accept development impact fees.

Department of Railroads Bill

SB 53, Ducheny – Department of Railroads (Commission Position – Support).

Bill Summary: SB 53 requires the California Research Bureau, by May 1, 2009, and in consultation with the Business, Transportation and Housing Agency, the Department of Transportation, the California Transportation Commission, the Public Utilities Commission, the California High-Speed Rail Authority, and the Office of the Legislative Analyst, to analyze and report to the Legislature its recommendations and the estimated costs for improving the state's rail functions.

Local Sales Tax Measure Bill

AB 2321, Feuer – Transportation Funding: County of Los Angeles (Commission Position – Staff Monitoring).

Bill Summary: AB 2321 modifies the authority for the Los Angeles Metropolitan Transportation Authority (MTA) to impose a 0.5% transactions and use tax for funding specified transportation projects. The bill extends the period of the tax from six and one-half years to 30 years, and removes the prohibition for MTA to bond against the proceeds of the tax, and clarifies that the proposed ordinance must be approved by two-thirds of the voters. AB 2321 eliminates deadlines for completion of all currently authorized projects, modifies the parameters of several of the currently authorized projects, and requires that MTA identify the amount of net revenue specified for these projects and expected completion dates in its expenditure plan. AB 2321 also authorizes up to 1.5% of the revenues derived from the tax to be dedicated to MTA's administrative costs.

## Land Use and Transportation Planning Bill

SB 375, Steinberg – Transportation Planning: Travel Models: Reviews (Commission Position – Staff Monitoring).

Bill Summary: SB 375 requires the Commission to adopt travel demand guidelines used in regional transportation plans by July 1, 2009. Regional transportation plans for specified regions must include a sustainable community strategy, based upon greenhouse gas emission targets and dates established by the California Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks. SB 375 also requires the environmental document prepared pursuant to CEQA to only examine the significant or potentially significant project specific impacts of a project located in a local jurisdiction that has amended its general plan so that the land use, housing, and open-space elements of the general plan are consistent with the sustainable communities strategy most recently adopted by the transportation planning agency, as specified in SB 375.

## Bills Vetoed by Governor

### Transportation Bonding and Container Fee Revenue Bills

AB 3021, Nava – California Transportation Financing Authority (Commission Position – Staff Monitoring)

Status: AB 3021 was **vetoed** by the Governor. The veto message was that due the historic delay in passing a budget, the Governor prioritized bills and only signed those of highest priority for California. The bill did not meet that standard.

Bill Summary: AB 3021 would have created the California Transportation Financing Authority with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity on or improvements for the state highway transportation system consistent with specified goals. AB 3021 would have established requirements for a project sponsor to obtain bond funding from the Authority, would have allowed the Authority to approve the imposition and collection of tolls on a proposed project under certain conditions, and would have enacted other related provisions.

SB 974: Lowenthal – Ports: Congestion Relief: Air Pollution Mitigation: Fee (Commission Position – Staff Monitoring)

Status: SB 974 was **vetoed** by the Governor. The Governor in his veto message encouraged the Legislature to develop legislation that provides proper guidance, oversight and accountability, ensures that the San Joaquin Valley is eligible for funds to address port-related cargo pollution, and allows for varied congestion reduction infrastructure.

Bill Summary: SB 974 would have required the ports of Los Angeles, Long Beach, and Oakland to collect a user fee from the owner of container cargo moving through their ports. The bill would have required those ports to transmit a portion of those fees to specified funds for expenditure on projects

improving the flow of container cargo and to mitigate air pollution caused by the movement of container cargo by commercial motor vehicles, oceangoing vessels, and rail.

### Restriction on Property Owned by Caltrans

SB 404, Kehoe – Parks Conveyances (Commission Position – Oppose.)

Status: SB 404 was **vetoed** by the Governor. The veto message was that due the historic delay in passing a budget, the Governor prioritized bills and only signed those of highest priority for California. The bill did not meet that standard.

Bill Summary: State statutes require that the disposition of state-owned real property be at fair market value. SB 404 would have required a transfer of any interest in the approximately 2.5 acres located at 2829 Juan Street in the City of San Diego shall be subject to the condition that the property shall be operated, maintained, and improved for park purposes in perpetuity, consistent with any covenants, conditions, and restrictions in the deed transferring the property.

### Federal Bills

H.R. 2095: (ne' S. 3493, Feinstein and Boxer, Positive Train Control)

The original bill S. 3493 was subsumed into H.R. 2095. On October 1<sup>st</sup>, the Senate passed H.R. 2095 by a 74-24 vote, after voting to invoke cloture the previous day to prevent the bill from being blocked. According to the Wall Street Journal on October 2<sup>nd</sup>, the White House announced that the President would sign the bill. To date the President has yet to sign H.R. 2095

H.R. 2095:

#### Rail Safety

- Requires all Class I railroads and intercity passenger and commuter railroads to implement a positive train control system by Dec. 31, 2015. H.R. 2095 establishes a grant program for rail safety technology. The Secretary of Transportation is authorized to carry out a \$250 million grant program with equal \$50 million appropriations for each fiscal year from 2009 through 2013. Eighty percent of the total project cost will be covered by federal funds and the remaining 20% by non-federal funds.

#### Amtrak

- Provides Amtrak \$9.7 billion in appropriations for operating expenses, capital grants, debt repayment and to cover activities by the Federal Railroad Administration.
- Encourages Amtrak to increase the operation of special trains funded by, or in partnership with, private sector operators through competitive contracting to minimize the need for federal subsidies.

### Intercity Rail Grants

- Provides \$1.9 billion in capital investment grants for intercity rail projects between Federal FY 2009 through FFY 2013 to states with state rail plans. The match ratio for a grant is 80% federal funding and 20% non-federal funding.
- Contains language to solicit private sector participation on intercity rail projects.

### Rail Congestion Grants

- Provides \$325 million in congestion grants on an 80% federal to 20% non-federal match ratio for eligible capital projects that reduce congestion or facilitate ridership growth in intercity rail passenger transportation along heavily traveled rail corridors, improve the on time performance and reliability of intercity rail passenger transportation.

### High-Speed Rail Grants

- Provides \$1.5 billion in high-speed rail grants. Projects must be in a state rail plan. Additional projects can be from nominated from 11 designated high-speed rail corridors. In California, the California Corridor is the designated high-speed rail corridor and is comprised of the three state-funded intercity routes and the Coast route. (High-speed rail is defined as intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour. Grants will be made on an 80% federal/20% non-federal match ratio.
- Contains language to solicit private sector participation on high-speed rail corridor projects.

### H.R. 1424: Emergency Economic Stabilization Act of 2008

Last month on September 24, Mike Woodman, Chair of the Rural Counties Task Force, asked for the Commission's support regarding the Federal Reauthorization of the "Secure Rural Schools and Community Self-Determination Act of 2000 and Payment in Lieu of Taxes". At that time the Senate approved the "Energy Improvement and Extension Act of 2008" which included the "Secure Rural Schools Act ..." in its version of the bill. The House, however, removed the Secure Rural Schools Act from its version of the bill.

Congress was planning to end its session on September 26. Due to the urgency of the issue, the Commission asked individual Commissioners to contact Congress and urge that they pass the bill, rather than sending a letter like the Commission did last year.

The economic meltdown contained a silver lining for rural counties. With the initial failure of the bailout bill in the House, the Senate added a number of incentives to H.R. 1424, the Emergency Economic Stabilization Act of 2008 in order to get the \$700 billion economic package passed. One of the incentives was funding for the rural schools and roads program. H.R. 1424 provides \$ 500 million starting in federal fiscal year 2008. For FFY 2009 through FFY2011, the amount would be equal to 90 percent of the full funding amount for the preceding fiscal year. President Bush signed H.R. 1424 on October 3<sup>rd</sup>.

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION

Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>ASSEMBLY -- BILL SIGNED BY GOVERNOR</b>					
AB 660	Galgiani	Railroad-Highway Grade Separations	Revises the highway-railroad grade separation 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. Bill provides for a maximum allocation of 80% 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, without specific legislative authorization. Bill would set a railroad's contribution for a project, if state funds are used, to a percentage of the cost of constructing and placing into service the grade separation, but not including the cost of any other part of the project. Bill 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 Amtrak contributes towards a 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	09/26/2008 Signed by GOVERNOR and chaptered 09/04/2008 Enrolled. 08/28/2008 In ASSEMBLY. Concurred in SENATE amendments. 08/18/2008 From Cmte on TRANS: Rec concurrence in SENATE amendments. 08/11/2008 In SENATE. Read third time. Passed SENATE. To ASSEMBLY for concurrence. 08/07/2008 In SENATE. Read 2nd time. 08/04/2008 From SENATE Cmte on APPROPS 06/23/2008 In SENATE. Read 2nd time & amended. Re-referred to Cmte on APPROPS. 06/17/2008 From SENATE Cmte on TRANS & HOUSING: Do pass as amended. 02/07/2008 To SENATE Cmte on TRANS & HOUSING. 01/29/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 02/21/07 Introduced.	Staff Monitoring
AB 981	Leno	Treasure Island Transportation Management Act.	This bill would enact the Treasure Island Transportation Management Act and would authorize the Board of Supervisors for 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. The bill would specify the powers and duties of the agency on these and other related matters, including the adoption and administration of a transportation program and the collection and use of revenues generated from those fees.	09/26/2008 Signed by GOVERNOR and chaptered 09/05/2008 Enrolled. 08/29/2008 In ASSEMBLY, Concurred in SENATE amendments. To enrollment. 08/22/2008 In SENATE. Read third time. Passed SENATE. To ASSEMBLY for concurrence. 08/06/2008 In SENATE. Read 2nd time. 08/05/08 From APPROPS to Third reading 06/30/2008 Do pass as amended, and re-refer to Cmte on Rules. 06/02/2008 In SENATE. Read second time and amended. Re-referred to Committee on TRANS AND HOUSING. 06/02/2008 From Cmte on TRANS AND HOUSING with author's amendments. 06/04/2007 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 02/22/2007: INTRODUCED.	Staff Monitoring
AB 1209	Karnette	Vehicles: HOV lanes.	This bill would authorize the Department of Motor Vehicles to issue additional distinctive decals, labels, or other identifiers for certain hybrid or alternative fuel vehicles that satisfy specified conditions.	09/27/2008 Signed by GOVERNOR and chaptered 08/22/2008 Enrolled. 08/19/2008 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment. 08/18/2008 From ASSEMBLY Committee on TRANSPORTATION: Recommend concurrence in SENATE amendments 0/12/2008 Re-referred to ASSEMBLY Committee on TRANSPORTATION. 08/11/2008 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence 02/23/2007: INTRODUCED.	Watch
AB 1252	Caballero	Housing and Emergency Shelter Trust Fund	Appropriates funds to the Department of Housing and Community Development from the Regional Planning, Housing, and Infill Incentive Account to augment the Infill Infrastructure Grant Program Notice of Funding Availability, from the Transit-Oriented Development Account to augment the Transit-Oriented Development Grant Program Notice of Funding Availability, and from the Highway-Railroad Crossing Safety Account for high-priority grade separation and railroad crossing safety improvement projects.	06/30/2008 Chaptered by Secretary of State. 06/30/2008 Signed by GOVERNOR. 06/26/2008 Enrolled *****To GOVERNOR. 06/26/2008 Urgency clause adopted. ASSEMBLY concurred in SENATE amendments. 06/26/2008 Cmte on APPROPS: do pass 06/26/2008 Re-referred to Cmte on APPROPS. 06/23/2008 In SENATE. Read 3rd time, urgency clause adopted. Passed SENATE. To ASSEMBLY for concurrence. 06/10/2008 In SENATE. From Inactive File. To third reading. 02/13/2008 In SENATE. To Inactive File. 09/10/2007 Withdrawn from SENATE Cmte on APPROPS. To third reading. 06/06/2007 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. 2/23/2007 INTRODUCED.	Watch
AB 1954	Jeffries	High-occupancy toll (HOT) lanes.	The bill makes a series of findings regarding Commission actions on its Hot Lane Guidelines. This bill would authorize a value pricing and transit development demonstration program involving HOT lanes to be conducted, administered, and operated on State Highway Route 15 in Riverside County by the Riverside County Transportation Commission. Bill would require the RCTC and Caltrans to implement the program pursuant to a cooperative agreement that addresses specified matters in connection with the program and to establish appropriate traffic flow guidelines. Bill provides RCTC the authority to set, levy, and collect tolls, user fees, or other similar charges. Amendments specify permissible expenditures from those tolls, user fees and similar charges that RCTC can fund on Route 15, as well as how excess toll revenues may expended once the expenditure needs of Route 15 are met.	09/27/2008 Signed by GOVERNOR and chaptered 08/22/2008 Enrolled. 08/19/2008 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment. 08/18/2008 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence. 07/01/2008 In SENATE. Read 2nd time & amended. Re-referred to Committee on APPROPRIATIONS 06/24/2008 From SENATE Cmte on TRANS AND HOUSING: Do pass as amended. 06/05/2008 To Cmte on TRANS & HOUSING. 05/27/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 02/14/08 Introduced.	Support

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION

Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>ASSEMBLY -- BILL SIGNED BY GOVERNOR</b>					
AB 2321	Feuer	Transportation Funding: County of Los Angeles	Modifies existing law which authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose a transactions and use tax for the funding of specified transportation-related capital projects or capital programs. Requires the MTA tax ordinance to specify that the tax is to be imposed for a period not to exceed 30 years. Requires the MTA to include specified projects and programs in its Long Range Transportation Plan. Authorizes the MTA to incur bonded indebtedness.	09/25/2008 Signed by GOVERNOR and chaptered 08/31/2008 In ASSEMBLY. Concurred in SENATE amendments. To enrollment. 08/29/2008 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence. 08/22/2008 In SENATE. Read 3rd time & amended. To second reading. 08/14/2008 In SENATE. Read 2nd time & amended. To third reading. 08/13/2008 From SENATE Committee on APPROPRIATIONS: Do pass as amended. 07/02/2008 Read second time, amended, and re-referred to Cmte. on APPR. 07/01/08 Do pass by REV and TAXATION 05/2/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 02/21/2008 INTRODUCED.	Staff Monitoring
AB 2650	Carter	Department of Transportation: Environmental Process	Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program. The secretary has authorized California to participate in that program, and California has agreed to that participation.  Existing law, until January 1, 2009, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities assumed pursuant to the surface transportation project delivery pilot program. Existing law requires the department to submit a specified report to the Legislature by January 1, 2008, relating to the surface transportation project delivery pilot program.  Bill requires Caltrans to submit that report to the Legislature by January 1, 2009, and again by January 1, 2011. Bill also extends the pilot program provisions January 1, 2012.	08/01/2008 Chaptered by Secretary of State. 08/01/2008 Signed by GOVERNOR. 07/03/2008 In SENATE. Read third time. Passed SENATE. To ASSEMBLY for concurrence. 07/02/2008 In SENATE. To Special Consent Calendar. 07/01/2008 In SENATE. Read 2nd time. To third reading. 06/30/2008 From Cmte on APPROPS: Do pass. 06/16/2008 Read 2nd time and amended. Re-referred to Cmte on APPROPS. 06/10/2008 From Cmte on TRANS & HOUSING: Do pass to Cmte on APPROPRIATIONS 05/15/2008 To Cmte on TRANS & HOUSING. 05/08/2008 Read third time. Passed ASSEMBLY. To SENATE. 02/22/2008 INTRODUCED	Support
AB 3034	Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act (urgency)	The \$9.95 billion Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century will be on the November 4, 2008 ballot. Bill would make various revisions to the bond act to be submitted to the voters. It would refer to construction of a high-speed train system consistent with the authority's certified EIR of November 2005, rather than June 2000 final business plan. Bill would revise the descriptions of route corridors of the proposed high-speed train system. Bill would require excess revenues from operation of the high-speed train system beyond the amount needed for operating and maintenance costs and financing obligations to be used to finance for construction, expansion, improvement, replacement, and rehabilitation of the high-speed train system. Bill would require that not more than 10% of bond proceeds be used for specified preconstruction activities, and require the authority to complete funding and financial analyses prior to submitting a request for appropriation and prior to committing bond proceeds for expenditure. Bill would require the authority to revise its business plan by October 1, 2008, and to submit the revised plan to the Legislature. The bill would also require the authority to establish an independent peer review group for the purpose of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan for each corridor.	08/26/2008 Signed by GOVERNOR and chaptered. 08/26/2008 Enrolled. 08/13/2008 ASSEMBLY concurred in SENATE amendments. 08/07/2008 In SENATE. Read 3rd time, urgency clause adopted. Passed SENATE. 08/06/2008 In SENATE. Read 3rd time, amended. 07/14/2008 From SENATE Cmte on APPROPS: 07/10/2008 In SENATE. Read 2nd time & amended. 07/10/2008 From SENATE Committee on APPROPS with author's amendments. 07/07/2008 In SENATE. Read 2nd time & amended. 07/01/2008 From Cmte on TRANS AND HOUSING: Do pass as amended . 06/12/2008 To Cmte on TRANS AND HOUSING. 05/29/2008 In ASSEMBLY. Read 3rd time, urgency clause adopted. Passed ASSEMBLY. To SENATE. 02/22/2008 INTRODUCED.	Support
<b>SENATE -- BILL SIGNED BY GOVERNOR</b>					
SB 286	Lowenthal	Transportation Enhancement Funds: Conservation Corps	Bill requires RTPAs, co. transportation commissions or authorities, and CMAs to adopt criteria that give priority in the selection of transportation enhancement projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps or the CA Conservation Corps to construct or undertake the project. Bill would authorize these agencies and Caltrans to enter into agreements or contracts with community conservation corps. Bill requires the Commission, when developing guidelines for the STIP and SHOPP, to include guidance to encourage the "allocation" of funds for transportation enhancement projects to community conservation corps and the CA Conservation Corps as partners with applicants that commit to employ the services of corps members in the const of those projects. A similar bill, SB 803 (Lowenthal), was vetoed by Governor. Bill's criteria were overly broad.	09/27/2008 Signed by GOVERNOR and chaptered 08/26/2008 Enrolled. 08/21/2008 In SENATE. SENATE concurred in ASSEMBLY amendments. 08/18/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. 08/11/2008 Read 2nd time. To 3rd reading. 08/07/2008 From ASSEMBLY Committee on APPROPRIATIONS: Do pass. 01/17/2008 In ASSEMBLY. Read second time & amended. Re-referred to Cmte on APPROPS 01/17/2008 From Cmte on APPROPS with author's amendments. 07/09/2007 From ASSEMBLY Cmte on TRANS: pass as amended to APPROPS 06/07/2007 In SENATE. Read third time, urgency clause adopted. Passed SENATE. To ASSEMBLY. 02/15/2007 INTRODUCED	Watch

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION

Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>SENATE -- BILL SIGNED BY GOVERNOR</b>					
SB 375	Steinberg	Transportation planning: travel demand models: sustainable communities strategy: environmental review.	Bill requires the Commission, by July 1, 2009, to adopt guidelines for travel demand models used in the development of regional transportation plans by transportation planning entities. Bill also requires regional transportation plans for specified regions to include a sustainable communities strategy, as specified, designed to achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. Require ARB, working with affected transportation agencies, to provide greenhouse gas emission reduction targets from the automobile and light truck sector for 2020 and 2035, and to update those targets until 2050. Requires transportation planning & programming by affected regional agencies to be consistent with the sustainable communities strategy contained in the RTP, but would state that certain transportation projects programmed for funding on or before December 31, 2011, are not required to be consistent with the sustainable communities strategy. Bill also requires an affected regional agency to submit a statement to the Commission on describing the relationship of each project in the RTIP to the adopted RTP. Bill provides that additional CEQA project review is not required if a jurisdiction amended its general plan, & finds the project meets certain criteria & declared a sustainable communities project.	09/30/2008 Signed by GOVERNOR and chaptered 09/02/2008 Enrolled. 08/30/2008 In SENATE. Concurred in amendments. 08/29/2008 From SENATE Committee on TRANS & HOUSING: Rec concurrence w/amendments. 08/29/2008 Re-referred to Cmte on TRANS & HSG. 08/25/2008 In ASSEMBLY. Read 3rd time. Passed ASSEMBLY. To SENATE for concurrence. 08/21/2008 Read 2nd time. To 3rd reading. 08/19/2008 From Cmte on LOCAL GOVT Do pass 08/18/2008 In ASSEMBLY. Read 2nd time & amended. Re-referred to Cmte on LOCAL GOVT. 08/18/2008 From Cmte on LOCAL GOVT 08/07/2008 From Cmte on APPROPS: Do pass. 07/03/2007 From ASSEMBLY Cmte on LOCAL GOVT: Do pass to Cte on TRANSP. 06/07/2007 Read third time. Passed to ASSEMBLY. 2/21/2007 INTRODUCED.	Staff Monitoring
SB 791	Corbett	State Highway Route 84	Existing law authorizes a city or county in which a planned transportation facility was to be located on a specified portion of State Highway Route 84 to develop and file with the Commission a local alternative transportation improvement program that addresses transportation problems and opportunities, and provides that the revenues from the sales of excess properties acquired for the planned state facility to fund the program. Funds from excess property sales are limited to state highway purposes. Existing law provides that the Commission may not approve a local alternative transportation improvement program under these provisions after July 1, 2010. This bill would also authorize the use of revenues from sales of excess properties for projects in the local alternative transportation improvement program that are also in the local voter-approved transportation sales tax measure, subject to approval by Caltrans.	09/30/2008 Signed by GOVERNOR and chaptered 09/02/2008 Enrolled. 08/30/2008 In SENATE. SENATE concurred in ASSEMBLY amendments. To enrollment. 08/29/2008 From Cmte on TRANS & HSG: Rec concurrence in amendments. 08/29/2008 Re-referred to Cmte on TRANS & HSG. 08/27/2008 Read third time. Passed ASSEMBLY. 08/22/2008 In ASSEMBLY. Read 2nd time. 08/21/2008 From Cmte on TRANS: Do pass. 08/19/2008 In ASSEMBLY. Read 2nd time and amended. Re-referred to Cmte on TRANS. 08/19/2008 From Cmte on TRANS w/amendments. 08/19/2008 Re-referred to Cmte on TRANS. 07/02/2008 From Cmte on APPROPS: Do pass. 04/28/2008 To Cmte on TRANS. Do pass. 01/30/2008 In SENATE. Read third time. Passed SENATE. To ASSEMBLY. 02/23/2007 INTRODUCED.	Staff Monitoring
SB 947	Hollingsworth	Consultation: Transportation Facilities	Requires notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning a project proposed by a lead agency which requires an environmental impact report under the California Environmental Quality Act. Requires the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation.	09/25/2008 Signed by GOVERNOR and chaptered 09/17/2008 To GOVERNOR. 08/07/2008 Withdrawn from GOVERNOR. 08/04/2008 Senate concurrence. Enrolled. 07/15/2008 Passed Assembly 07/03/2008 In ASSEMBLY. Read 2nd time. 07/02/2008 Cmte on APPROP: Do pass. 06/23/2008 From ASSEMBLY Cmte on TRAN: Do pass. 06/09/2008 From ASSEMBLY Cmte on NATL RES: Do pass to Cmte on TRANS. 06/09/2008 From Cmte on NATL RES: Do pass to Cmte on TRANS. 05/24/07 To Cmtes. on NAT. RES. and TRANS 05/17/07 Senate, do pass, to Assembly 02/23/2007 INTRODUCED:	Staff Monitoring
SB 1263	Ashburn	Intercity rail services: feeder buses.	Existing law authorizes the Department of Transportation to contract with Amtrak to provide intercity rail passenger services. Existing law also authorizes the department to provide funding to Amtrak to contract for feeder bus services operated in conjunction with the intercity trains, but subject to the restriction, among others, that the bus services be used only by passengers who are connecting to or from a train, subject to specified exceptions, including an exception for passengers traveling solely on the feeder bus between Sacramento and Lake Tahoe and intermediate points if no private intercity bus company provides bus service on that route.  This bill, with respect to feeder bus service contracted by Amtrak, would add an additional exception to allow passengers to travel solely by bus between the community of Lebec in Kern County and the City of Santa Clarita if no private intercity bus company provides bus service on that route. The bill would authorize the department to amend its contract with Amtrak for that purpose.	07/22/2008 Chaptered by Secty of State. 07/22/2008 Signed by Governor 07/02/2008 SENATE concurred in ASSEMBLY amendments. To enrollment. 07/01/2008 SENATE. 06/26/2008 Read third time. Passed ASSEMBLY. To SENATE for concurrence 06/23/2008 In ASSEMBLY. Read 2nd time. 06/18/2008 Cmte on APPROPS: Do pass as amended. To Consent Calendar. 06/09/2008 Cmte on TRANS: Do pass. 5/01/2008 To Cmte on TRANS. 04/17/2008 In SENATE. Read third time. Passed To ASSEMBLY. 02/15/08 Introduced.	Staff Monitoring

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION

Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>SENATE -- BILL SIGNED BY GOVERNOR</b>					
SB 1316	Correa	Transportation Facilities: Tolls: Orange/Riverside	<p>This bill would authorize the Orange County Transportation Authority to eliminate its rights, interests, and obligations in the Riverside County portion of the State Highway Route 91 toll lane. The bill would delete the 2030 limitation on issuance of bonds and collection of tolls, and would provide for the reversion of the toll lane under the authority's control to Caltrans when the franchise agreement ends. The bill would authorize toll revenues to be used for transportation purposes in the State Highway Route 91 Corridor</p> <p>This bill would authorize the Riverside County Transportation Commission to impose tolls for 50 years and issue bonds on a toll lane on its portion of State Highway Route 91, subject to extensions if reauthorized by the Legislature, and would authorize toll revenues to be used for capital and operating expenses of the toll lane, including debt service, and for transportation purposes in the SR 91 Corridor.</p>	<p>09/30/2008 Signed by GOVERNOR and chaptered</p> <p>08/22/2008 Enrolled.</p> <p>008/19/2008 In SENATE. SENATE concurred in ASSEMBLY amendments. To enrollment.</p> <p>08/12/2008 Read 3rd time. Passed. To SENATE for concurrence</p> <p>08/08/2008 Read 2nd time. To 3rd reading.</p> <p>06/23/2008 Read 2nd time &amp; amended. Re-referred to Cmte on APPROPS</p> <p>06/16/2008 From ASSEMBLY Cmte on TRANS: Do pass as amended.</p> <p>06/05/2008 To Cmte on TRANS.</p> <p>05/29/2008 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.</p> <p>02/15/08 Introduced.</p>	Staff Monitoring
SB 1422	Ridley-Thomas	High-occupancy Toll Lanes	<p>Bill would authorize a value-pricing and transit development demonstration program involving HOT lanes to be conducted, administered, developed, and operated on Route 110 and Interstate 10 in Los Angeles County by MTA. MTA and Caltrans would be required to implement the program pursuant to a cooperative agreement that addresses specified matters in connection with the program and to establish appropriate traffic flow guidelines. Bill would authorize MTA to establish, collect, and administer the toll and to use the revenues for administrative costs. MTA and Caltrans would report to the Legislature by December 31, 2012, on the demonstration program.</p>	<p>09/28/2008 Signed by GOVERNOR and chaptered</p> <p>09/02/2008 Enrolled.</p> <p>08/30/2008 In SENATE. Concurred in amendments.</p> <p>08/29/2008 From Cmte on TRANS &amp; HSG: Rec. concurrence in ASSM amendments.</p> <p>08/29/2008 Re-referred to Cmte on TRANS &amp; HSG.</p> <p>08/28/2008 In ASSEMBLY. Read 3rd time. Passed ASSM. To SENATE for concurrence.</p> <p>08/26/2008 In ASSEMBLY. Read 2nd time.</p> <p>08/25/2008 Cmte on TRANS: Do pass as amended.</p> <p>08/22/2008 Re-referred to Cmte on TRANS.</p> <p>08/21/2008 From Inactive File. To 3rd reading.</p> <p>07/14/2008 To inactive file.</p> <p>07/03/2008 In ASSM. Read 2nd time. To 3rd reading.</p> <p>07/02/2008 From Cmte on APPROPS: Do pass.</p> <p>06/23/2008 From Cmte on TRANS do pass.</p> <p>05/12/2008 In SENATE. Read 3rd time. Passed SENATE. *****To ASSEMBLY.</p> <p>02/21/08 Introduced.</p>	Support
SB 1486	Ducheny	Otay Mesa East Toll Facility Authority Act	<p>Enacts the Otay Mesa East Toll Facility Authority Act and authorizes the San Diego Assn. of Governments to solicit and accept grants of funds and to enter into contracts and agreements for the purpose of establishing highway toll projects to facilitate the movement of goods and people along the State Route 11 corridor and the Otay Mesa East Port of Entry. Authorizes SANDAG to issue bonds for the acquisition, construction, and completion of transportation facilities and to impose tolls and user fees for the use of the corridor. Authorize SANDAG to enter into agreements with the County of San Diego or a city within that county to accept development impact fees for the construction of, and reimbursement for construction of, improvements in the county or city. (tcif)</p>	<p>09/30/2008 Signed by GOVERNOR and chaptered</p> <p>08/22/2008 Enrolled.</p> <p>08/19/2008 In SENATE. SENATE concurred in ASSEMBLY amendments. To enrollment.</p> <p>08/13/2008 Read 3rd time. Passed ASSEMBLY. To SENATE for concurrence.</p> <p>08/11/2008 Read 2nd time. To 3rd reading.</p> <p>06/23/2008 From Cmte on TRANS</p> <p>06/17/2008 Read 2nd time and amended. Re-referred to Cmte on TRANS.</p> <p>06/17/2008 From Cmte on TRANS with author's amendments.</p> <p>06/05/2008 To Cmte on TRANS.</p> <p>05/29/2008 In SENATE. Read 3rd time. Passed SENATE. *****To ASSEMBLY.</p> <p>02/21/08 Introduced</p>	Staff Monitoring
SB 1510	Kehoe	San Diego County Regional Airport Authority	<p>Bill would make clarifying changes to San Diego County Regional Airport Authority. Relevant changes include how the board is selected, how the 3-person executive committee of the Authority is established, provide that collection of the customer facility charge be required by an airport operated by an airport authority or a special district and authorize the authority to act as a city police department, city, local government, or public agency for these purposes.</p>	<p>09/30/2008 Signed by GOVERNOR and chaptered</p> <p>8/30/2008 Enrolled.</p> <p>8/28/2008 In SENATE. SENATE concurred in ASSEMBLY amendments. To enrollment.</p> <p>8/20/2008 In ASSEMBLY. Read 3rd time. Passed ASSEMBLY.</p> <p>8/12/2008 In ASSEMBLY. Action rescinded whereby bill was read third time and passed. To third reading.</p> <p>8/11/2008 In SENATE. Returned to ASSEMBLY.</p> <p>8/11/2008 Withdrawn from Enrollment.</p> <p>08/04/2008 In ASSEMBLY. Read 3rd time. Passed ASSEMBLY. To enrollment.</p> <p>06/09/2008 In ASSEMBLY. Read 2nd time.</p> <p>06/04/2008 From Cmte on LOCAL GOVT: Do pass.</p> <p>05/01/2008 To Cmte on LOCAL GOVT.</p> <p>04/14/2008 In SENATE. Read 3rd time. Passed SENATE. To ASSEMBLY.</p> <p>02/21/08 INTRODUCED</p>	Staff Monitoring

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Bill #	Author	Bill Title	Subject	Current Status	CTC Position
			<b>ASSEMBLY -- BILL VETOED BY GOVERNOR</b>		
AB 842	Jones	Regional plans: traffic reduction	Bill would require HCD to rank applicants for the award of capital improvement project grants from the Infill Incentive Grant Program of 2007, based upon various priorities including a reduction of vehicle miles traveled as a result of the project, as specified. This bill would additionally require HCD to rank applicants for the award of capital improvement project grants based upon a reduction of vehicle miles traveled as a result of the project.	09/27/2008 Vetoed by GOVERNOR. 08/29/2008 In ASSEMBLY. Concurred in SENATE amendments. To enrollment. 08/20/2008 In SENATE. Read 3rd time. Passed SENATE. *****To ASSEMBLY for concurrence. 08/19/2008 In SENATE. Read 2nd. 08/07/2008 From SENATE Committee on APPROPRIATIONS: Do pass as amended. 06/24/2008 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 06/17/2008 From SENATE Committee on TRANS & HOUSING: Do pass as amended to Cmte on APPROPS. 02/07/2008 To Cmte on TRANS & HOUSING. 01/28/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 02/22/2007: INTRODUCED.	Staff Monitoring
AB 2295	Arambula	Transportation Capital Improvement Projects	Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects.  This bill would state that local road rehabilitation projects are eligible for these funds.	09/28/2008 Vetoed by GOVERNOR. 08/13/2008 Enrolled. 08/12/2008 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. 08/05/2008 In SENATE. Read third time. Passed SENATE. To ASSEMBLY for concurrence. 05/15/2008 In SENATE. Read second time. 05/13/2008 From SENATE Committee on TRANS & HOUSING: Do pass. 05/01/2008 To Cmte on TRANS & HOUSING. 04/21/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 02/21/2008 INTRODUCED.	Neutral
AB 2413	Hayashi	Excess Real Property Sales	Existing law authorizes Caltrans to sell real property acquired by the state for highway purposes when Caltrans determines that the property is no longer necessary. This bill would require Caltrans to offer to sell property in Alameda near the City of Hayward and State Highway Route 580 to a city or local nonprofit entity in support of a nonprofit or governmental agency that provides meal service programs to seniors and other individuals in need within a specified period of time after the department declares it to be excess property and subject to specified terms and conditions.	09/30/2008 Vetoed by GOVERNOR. 08/14/2008 Enrolled. 08/12/2008 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment. 08/11/2008 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence. 08/07/2008 In SENATE. Read second time. To third reading. 06/24/2008 SENATE Committee on TRANS & HOUSING: Do pass to Cmte on APPROPS. 05/29/2008 To SENATE Committee on TRANSPORTATION AND HOUSING. 05/19/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 05/06/2008 ASSEMBLY. Read 2nd time. To third reading. 02/21/2008 INTRODUCED.	Staff Monitoring
AB 3021	Nava	California Transportation Financing Authority	Bill creates the California Transportation Financing Authority with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity on or improvements for the state highway transportation system consistent with specified goals. Bill sets forth the requirements for a project sponsor to obtain bond funding from the authority, would allow the authority to approve the imposition and collection of tolls on a proposed project under certain conditions, and would enact other related provisions. Bill requires the authority to report to the California Transportation Commission annually beginning June 30, 2010 on performance measures developed to measure the project's performance.	09/30/2008 Vetoed by GOVERNOR. 09/05/2008 Enrolled. 08/29/2008 In ASSEMBLY. ASSEMBLY concurred in SENATE amendments. To enrollment. 08/26/2008 In SENATE. Read 3rd time. Passed. 08/21/2008 In SENATE. Read second time. 08/13/2008 In SENATE. Reconsideration granted. 08/13/2008 In SENATE. Read third time. Failed. 08/12/2008 In SENATE. Read 2nd time. To third reading. 08/07/2008 From Cmte on APPROPS: Do pass. 06/24/2008 From SENATE Cmte on TRANS & HOUSING: Do pass as amended. 06/16/2008 In SENATE. Read 2nd time and amended. Re-referred to Cmte on TRANS & HOUSING. 06/12/2008 Cmte on TRANS & HOUSING. 05/28/2008 Read third time. Passed ASSEMBLY. *****To SENATE.	Staff Monitoring

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<b>SENATE -- BILL VETOED BY GOVERNOR</b>					
SB 404	Kehoe	Parks: Conveyances	Notwithstanding the provisions of Division 3 of Title 2 of the Government Code that relate to the disposition of state-owned real property, a transfer of any interest in the approximately 2.5 acres located at 2829 Juan Street in the City of San Diego shall be subject to the condition that the property shall be operated, maintained, and improved for park purposes in perpetuity, consistent with any covenants, conditions, and restrictions in the deed transferring the property.	09/30/2008 Vetoed by GOVERNOR 8/26/2008 Enrolled. 8/21/2008 In SENATE. SENATE concurred in ASSEMBLY amendments. 8/19/2008 From Cmte on TRANS & HSG: Recommend concurrence in ASSEMBLY amendments. 8/18/2008 From Cmte on RULES: Be re-referred to Cmte on TRANS & HSG. 8/18/2008 Re-referred to SENATE Committee on RULES. 8/13/2008 In ASSEM. Read 3rd time. Passed ASSEM. To SENATE for concurrence. 8/11/2008 In ASSEMBLY. Read second time. To third reading. 8/7/2008 From ASSEMBLY Committee on APPROPRIATIONS: Do pass. 6/24/2008 From Committee on WATER, PARKS AND WILDLIFE: Do pass . 6/17/2008 In ASSEMBLY. Read second time and amended. Re-referred to Cmte. 6/17/2008 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments. 5/24/2007 To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE. 5/17/2007 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. 2/21/2007 INTRODUCED.	Oppose
SB 974	Lowenthal	Ports Congestion Relief: Air Pollution Mitigation	Requires the Ports of Los Angeles and Long Beach to transmit 1/2 of the funds derived from imposition of \$30 fee/Twenty foot Equivalent Unit to the San Pedro Bay Ports Congestion Relief Trust Fund. Requires the Port of Oakland to transmit 1/2 of the funds derived from imposition of the \$30 fee/TEU to the Port of Oakland Congestion Relief Trust Fund and 1/2 to the Northern California Port Mitigation Relief Trust Fund. The Commission will fund projects that improve the flow and efficiency of container cargo to and from those ports, and funding the administrative costs of this program. Bill prohibits the Commission from using the funds to construct, maintain, or improve highways, with certain exceptions.	09/30/2008 Vetoed by GOVERNOR. 08/05/2008 Enrolled. 08/05/2008 SENATE concurred w/ ASSEMBLY amendments. To enrollment. 07/15/2008 Assembly: Do pass 07/14/2008 Read third time. Amended. 02/26/2008 In ASSEMBLY. From Inactive File. 09/10/2007 In ASSEMBLY. Inactive File. 08/30/2007 From ASSEMBLY Committee on APPROPRIATIONS: Do pass as amended. 07/09/2007 From ASSEMBLY Cmte on TRANSP: Do pass to Cmte on APPROPS 06/25/2007 From ASSEMBLY Committee on NATL RES: Do pass to Committee on TRANS. 06/19/2007 To ASSEMBLY Committees on NAT RES and TRANS. 06/06/2007 In SENATE. Read third time. Passed SENATE. To ASSEMBLY. 02/23/2007 INTRODUCED:	Staff Monitoring