

# Memorandum

**To:** Chair and Commissioners

**Date:** May 11, 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 bills dealing with:

- Public Private Partnership/Performance Based Infrastructure?
- Toll Lanes and Public Facilities?

**Recommendation:** Staff recommends that Commission:

- Take a “Watch” position on the Public Private Partnership/Performance Based Infrastructure bills. This position is consistent with the position taken last year by the Commission.
- Take a position of Support on AB 1954 (Jefferies) for High-Occupancy Toll (HOT) Lanes on State Highway Route 15 in Riverside County by the Riverside County Transportation Commission. Direct staff to prepare a letter for the Chair’s signature informing the bill’s author of the Commission’s support.

## **Background:**

A number of bills regarding public private partnerships, public-public partnerships, performance based infrastructure proposals, and facilities and tolling are currently being considered in the Legislature.

## **Public Private Partnerships/Performance Based Infrastructure Bills**

For public private partnerships (PPP), existing law permits a governmental agency to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and may lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law permits these agreements to provide for the lease of, or ownership of, infrastructure facilities owned by a governmental entity, but constructed by a private entity, to that private entity for up to 35 years.

Six bills dealing with public private partnerships/performance based infrastructure are in the mix this session. The bills propose different changes to the existing law. One bill (AB 1261) would extend the lease period for a PPP from 35 to 50 years. Another bill, AB 1850 seeks to establish an office in the Governor’s office to handle PPP up to \$25 billion annually.

Two bills (AB 1756 and AB 2732) propose that more information be provided to the state and local agencies about the benefits of public-private partnerships. Two other bills take a different tack on PPP. AB 2495 would set up a **public-public** partnership process, while AB 2600 would establish a performance based infrastructure process between public agencies and private entities.

Of the six, two have failed in Committee but were granted re-consideration, one failed passage and the remaining three are still active. The six bills are discussed in more detail in the subsequent paragraphs.

AB 1261, Caballero – Infrastructure Financing (Status – Introduced in 2007, the bill was last heard by the Senate in August 2007, where it was read a second time, amended and re-referred to Committee on Appropriations. The bill must be passed by the Appropriations Committee by August 15, 2008.)

AB 1261 would authorize a local governmental agency to enter into an agreement with a private entity for financing for specified types of revenue generating infrastructure projects. The bill would require an agreement to include adequate financial resources to perform the agreement, and would permit the agreements to lease, license, or provide other permitted uses by the governmental agency to extend for a term of up to 50 years, after which time the project would revert to the governmental agency.

AB 1756, Caballero – Infrastructure Development: Public-Private Partnership (Status – Failed passage on April 15, 2008, in the Assembly Committee on Business and Professions. Reconsideration was granted.)

AB 1756 was introduced in January 2008. The bill was double referred to the Committee on Local Government and to the Committee on Business and Professions. AB 1756 would require the Secretary of Business, Transportation and Housing to establish the Office of Local Public-Private Partnerships in the agency to inform local agencies and other interested stakeholders of the role that public-private partnerships can play in financing, constructing, operating, maintaining, or managing, or any combination thereof, fee-producing local infrastructure projects. The rationale by the author is that not enough local agencies are aware of the benefits of public private partnership.

AB 1850, Devore – Office of Public-Private Partnerships (Status – Failed passage on April 1, 2008, in the Assembly Committee on Business and Professions. Reconsideration was granted.)

AB 1850 creates the Office of Public-Private Partnerships within the Governor's office and sets up 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. The bill requires the Director of that office to provide the Legislature with 90-days notice before committing the state to participate in any partnership agreement. Funding committed by all private entities in partnership agreements with the state shall not exceed \$25 billion in a single fiscal year.

AB 2495, Feuer – Local Governments: Infrastructure Financing. (Status – Introduced February 2008.)

AB 2495 states the intent of the Legislature to enact legislation to allow the state to create public-public partnerships with local governmental agencies. The bill is still pending assignment to committee.

AB 2600, Neillo – State and Government: Infrastructure. (Status – Failed passage on April 29, 2008, in the Assembly Business and Professions Committee.)

Introduced in February 2008, AB 2600 authorizes a state agency or department to enter into a performance-based infrastructure partnership with a private partner for eligible facilities. Eligible facilities are defined as those facilities developed, operated, or held in accordance with the proposed bill, including an existing, enhanced, upgraded, or new facility used or useful as public infrastructure, including, but not limited to, facilities related to transportation, water, wastewater, public buildings, and other public facilities.

AB 2600 defines performance-based infrastructure partnership as an agreement where a private partner either:

- (a) assists the public sponsor, or the public sponsor and a local agency or agencies, in defining a feasible project and negotiates fair and reasonable terms for implementing the project, or
- (b) assumes responsibility for delivering, improving, operating, or maintaining eligible facilities, in accordance with established performance specifications and payment terms.

AB 2732, Levine – Public-Private Partnerships: Study (Status – Bill was not heard on April 14, 2008, by the Assembly Committee on Transportation.)

Introduced in February 2008, AB 2732 requires the Legislative Analyst's Office to conduct a study regarding the impacts of public-private partnerships for transportation and other types of infrastructure projects. The bill has been heard by the Assembly Committee on Transportation, amended, read a second time and re-referred to the Committee on Transportation.

AB 2732 is intended to provide unbiased information to the State regarding the cost-effectiveness of public-private partnerships. The bill ignores the fact that numerous books and reports have been written about public-private partnerships. In fact California's AB 680 (Baker 1989) provided the implementing legislation for one of the earliest public-private partnership projects, the State Route 91 Express Lanes in Orange and Riverside counties.

### **Toll lanes and Public Facilities Bills**

Six bills dealing with toll lanes and public facilities are in the legislative hopper. Three of the six bills are geographic specific – AB 1954 (HOT lanes on Route 15 in Riverside), SB 1316 (Tolls on Route 91 in Orange and Riverside Counties) and SB 1486 (Route 11 tolls for Otay Mesa East Toll Facility). The remaining three bills – AB 3021, SB 61, and SB 1363 – address respectively a new transportation financing authority, removes from statute the four-project limitation for HOT lanes, and extends the time period by one year for acting on lease agreements between public and private entities for transportation projects aimed at improvements for goods movement. The six bills are discussed in more detail in the subsequent paragraphs.

AB 1954, Jeffries – High-Occupancy Toll (HOT) Lanes (Status – On April 23, the Assembly Committee On Appropriations placed the bill in the Suspense File, having identified that the bill could result in state expenditures exceeding \$50,000.

AB 1954 builds on AB 1467 (Nunez, chaptered 2006), which authorizes a regional transportation agency, in cooperation with Caltrans, to apply to the Commission to develop and operate HOT lanes,

including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. AB 1467 requires the Commission to prepare and adopt guidelines for HOT lane applications, (which have been adopted). The Commission is required to review these applications and submit an eligible application to the Legislature for approval or rejection. Legislative approval requires the enactment of a statute. AB 1467 prohibits approval of an application on or after January 1, 2012.

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 the Riverside County Transportation Commission (RCTC). AB 1954 would require 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. The bill authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 by RCTC.

Commission staff has been testifying before committees on the status of the Commission's HOT lane guidelines and the progress of the Riverside application. Having found the Riverside application eligible, the Commission may wish to support AB 1954, as the legislation is needed for RCTC to successfully implement its HOT lanes project.

AB 3021, Nava – California Transportation Financing Authority. (Status – Bill is currently in the Assembly Committee on Appropriations.)

AB 3021 proposed establishing an authority to facilitate state highway expansion by issuing bonds and using revenues from tolls for construction of additional capacity on the state transportation system. The bill defines the authority's role as constructing new capacity or improvements on the state transportation system to help reduce green house gas emissions, conserve natural resources, and help meet air quality goals.

AB 3021 would permit the authority to make secured and unsecured loans. The bill's provisions permit the project sponsor to pledge various types of transportation revenues and tolls to repay the bond issuance.

This bill could place the authority's bonds at the same level or higher than GARVEE bonds and have first call on "STIP" funding sources. This could potentially take away future revenues that the Commission would program for new projects.

AB 3021 also includes language that permits the authority to authorize a project sponsor to impose and collect tolls to finance the debt service, providing the governing sponsor by a majority vote approves the toll or majority of voters within the jurisdiction of the project sponsor approves the toll. For Caltrans sponsored projects, AB 3021 designates the Commission as the governing body to approve a toll.

SB 61, Runner, G. – High-Occupancy Toll Lanes and Toll Roads (Status – On June 7, 2007 the bill was sent to the Assembly Committee on Transportation. It has not been heard and must be acted on by June 27, 2008.

SB 61 authorizes Caltrans to apply to the Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by Caltrans. The bill would delete the four-project limitation and the requirement for the Legislature to approve each project by statute.

SB 1316, Correa – Transportation Facilities: Tolls: Orange and Riverside. (Status – On April 23, 2008, the Senate read the bill for a second time, amended it, and re-referred it to Committee on Appropriations. The next hearing is scheduled for May 12, 2008.)

SB 1316, introduced in February 2008, authorizes 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 or assign them to the Riverside County Transportation Commission. SB 1316 deletes the 2030 limitation on issuance of bonds and collections of tolls. The bill also authorizes the use of toll revenues for the toll lane and for other related transportation purposes in the Route 91 Corridor.

SB 1363, Perata – Transportation Projects: Lease Agreements. (Status – On, February 28, 2008 the bill was sent to the Senate Committee on Housing and Transportation.)

SB 1363, introduced in February 2008, extends by one year 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 users of those projects tolls and user fees. The deadline for acting would be extended from January 1, 2012 to January 1, 2013.

SB 1486, Ducheny – Otay Mesa East Toll Facility Authority Act. (Status – The bill was introduced on February 21, 2008. It was passed by the Senate Transportation and Housing Committee, was read for the second time by the Senate, amended and was re-referred to Committee on Appropriations on April 23, 2008.)

SB 1486 enacts the Otay Mesa East Toll Facility Act. This Act would authorize the San Diego Authority 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 San Diego County and the Otay Mesa East Port of Entry. The bill also authorizes SANDAG to impose tolls.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION  
MAY 2008

Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>ASSEMBLY</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 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 for funding.	02/07/2008 To SENATE Committee on TRANSPORTATION AND HOUSING. 01/29/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 01/07/2008 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 01/07/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. 02/21/07 Introduced.	Staff Monitoring
AB 842	Jones	Regional plans: traffic reduction	Bill requires the Commission to update its guidelines for the preparation of regional transportation plans, including, but not limited to, a requirement that each regional transportation plan provide for a 10 percent reduction in the growth increment of vehicle miles traveled. Bill would additionally 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.	02/07/2008 To SENATE Committee on TRANSPORTATION AND HOUSING. 01/28/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE. 01/24/2008 From ASSEMBLY Cmte on APPROPRIATIONS: Do pass. 01/16/2008 From ASSEMBLY Cmte on HOUSING & COMM. DEV.: Do pass to Cmte on APPROPRIATIONS. 04/23/07 Read second time & amended. Re-referred to Cmte on HSG & COM DEV. 04/18/2007 ASSEMBLY LOCAL GOVT 02/22/2007: INTRODUCED.	Staff Monitoring
AB 995	Nava	Ports Infrastructure, Security, and Air Quality	\$2,000,000,000 will be transferred to the Trade Corridors Improvement Fund for infrastructure improvements along designated trade corridors. Another \$1 billion would be transferred to the Air Resources Board for emission reductions related to freight activities in the Trade Corridors. Bill requires the Commission to coordinate with the Air Resources Board for technical assistance in evaluating project applications.	02/13/2008 In SENATE. To Inactive File. 09/06/2007 Withdrawn from SENATE Committee on RULES. To third reading. 08/30/2007 From SENATE Cmte on APPROPS: Be re-referred to Committee on RULES. 08/22/2007 In SENATE Cmte on APPROPS: To Suspend File. 08/20/2007 From SENATE Cmte on APPROPS with author's amendments. 07/10/2007 From SENATE Cmte on TRANSPORTATION AND HOUSING: Do pass as amended to Cmte on APPROPRIATIONS. 06/05/2007 In ASSEMBLY. Read third time. Passed ASSEMBLY. To SENATE.	Watch
AB 1261	Caballero	Infrastructure Financing	Bill would authorize a local governmental agency, as defined, to enter into an agreement with a private entity for financing for specified types of revenue generating infrastructure projects. The bill would require an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease, license, or provide other permitted uses by the governmental agency to extend for a term of up to 50 years, after which time the project would revert to the governmental agency.	08/20/2007 In SENATE. Read 2nd time and amended. Re-referred to Cmte on APPROPRIATIONS. 08/20/2007 From SENATE Committee on APPROPRIATIONS with author's amendments. 07/11/2007 From SENATE Cmte on LOCAL GOVERNMENT: Do pass as amended. 05/29/2007 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. 02/23/2007 INTRODUCED.	Staff Monitoring
AB 1756	Caballero	Infrastructure Development: Public-Private Partnership	This bill would require the Secretary of Business, Transportation and Housing to establish the Office of Local Public-Private Partnerships in the agency to inform local agencies and other interested stakeholders of the role that public-private partnerships can play in financing, constructing, operating, maintaining, or managing, or any combination thereof, fee-producing local infrastructure projects.	04/15/2008 In ASSM Cmte on BUS & PROF: Reconsideration granted. 04/15/2008 In ASSM Cmte on BUS & PROF: Failed passage. 04/09/2008 From Cmte on LOC GOVT 04/03/2008 From ASSM Cmte on LOC GOVT with author's amendments. 04/03/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT. 02/07/2008 To ASSM Cmtes on LOC GOVT & BUS AND PROF. 01/07/2008 INTRODUCED.	Staff Monitoring

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION  
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Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>ASSEMBLY</b>					
AB 1815	Feuer	Transportation Infrastructure Funding Task Force	Creates the Transportation Infrastructure Funding Task Force. Requires the task force to hold at least 3 public hearings around the state and to report to the Legislature and Governor on alternatives to the current system of taxing road users through per-gallon fuel taxes. 14 members appointed by the Legislature, Governor, California Transportation Commission (3), city and county organizations, and other specified entities.	04/14/08 Hearing by ASSEMBLY TRANS 02/07/2008 To ASSEMBLY Committee on TRANSPORTATION INTRODUCED: 01/17/2008	Staff Monitoring
AB 1845	Duvall	Railroad-highway grade separations.	<del>Transfers responsibility for developing the priority list for the annual grade separation program from the Public Utilities Commission to the Transportation Commission upon completion of the expenditure of Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process.</del> This bill would make inoperative the requirement for Caltrans to include \$15,000,000 in its annual budget for highway-railroad grade separation projects on the date that the Director of Transportation notifies the Secretary of State that all funds made available for grade separation projects by Prop 1B bond act have been fully allocated and expended, and all required expenditure reports have been completed, and would repeal these provisions on January 1 of the year commencing thereafter. The bill would make inoperative and repeal various other related provisions. The bill would also require notification of certain legislative committees in that regard, and would provide for the reversion of any unallocated State Highway Account funds budgeted for grade separations to that account.	05/07/2008 From ASSEMBLY Cmte on APPROPS: Do pass. 04/16/2008 In ASSM. Read 2nd time & amended. Re-referred to Cmte on APPROPS. 04/14/2008 From ASSM Cmte on TRANS: Do pass as amended. 04/03/2008 In ASSEMBLY. Read 2nd time & amended. Re-referred to Cmte on TRANS. 04/03/2008 From ASSM Cmte on TRANS with author's amendments. 04/03/2008 To ASSM Cmte on TRANSPORTATION. 01/28/2008 INTRODUCED.	Staff Monitoring
AB 1850	DeVore	Office of Public Private Partnerships	This bill would, until January 1, 2019, create the Office of Public-Private Partnerships within the office of the Governor and 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.	04/01/2008 In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Reconsideration granted 04/01/2008 In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage. 02/21/2008 To ASSEMBLY Committee on BUSINESS AND PROFESSIONS. 01/29/2008 Introduced	Staff Monitoring
AB 1886	DeVore	Property Taxation: Dept. of Transportation Property	This bill would specify, in statute, the requirement of ACA _____ that real property owned by the Department of Transportation not be exempt from taxation if a county assessor determines that the property has not been used for a transportation purpose for any of certain time periods following the effective date of that measure. This bill would define a "transportation purpose" for purposes of that requirement, and would provide that the State Board of Equalization shall have authority over all appeals of determinations described in that requirement.	02/07/2008 INTRODUCED.	Staff Monitoring
AB 1904	Torrico	Transportation: Programming of Projects	Existing law requires the CTC to program interregional and RTIP projects through the STIP process. Existing law requires projects nominated by regional agencies to be programmed by the CTC pursuant to certain formulas. Existing law provides for county shares to be calculated based 75% on the co. population and 25% on the total state hwy miles in a county. Bill, for county shares formula, would provide that the total number of nonfreeway miles in a county shall be calculated so that it is not less than the total number of nonfreeway miles that existed in the county on January 1, 2008. Under existing law the state can issue tax-exempt anticipation notes backed by annual federal appropriations for federally funded transportation projects, i.e., "GARVEE bonds." Existing law requires the Commission to establish guidelines to implement these provisions and identify projects that are eligible for funding. Bill would also require the Commission to establish guidelines for a process to enable a county, or the regional transportation planning agency on behalf of the county, to exchange funds apportioned to the county under the STIP for federal funds in order to fund a project with GARVEE bonds.	04/23/2008 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File 04/14/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 04/01/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION 04/01/2008 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 02/21/2008 To ASSEMBLY Committee on TRANSPORTATION. Introduced - 02/07/2008	Staff Monitoring
AB 1954	Jeffries	High-occupancy toll (HOT) lanes.	Existing law authorizes a regional transportation agency, in cooperation with Caltrans, to apply to the Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Existing law requires the Commission to review these applications and submit an eligible application to the Legislature for approval or rejection. Existing law requires approval to be achieved by enactment of a statute. Existing law prohibits approval of an application on or after January 1, 2012. 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.	04/23/2008 In ASSM Cmte on APPROPS: To Suspense File. 04/14/2008 From ASSM Cmte on TRANS Do pass. 04/07/2008 Read 2nd time & amended. Re-referred to Cmte on TRANS. 04/07/2008 From ASSEM Cmte on TRANS with author's amendments. 03/03/2008 In ASSM. Read 2nd time and amended. Re-referred to Cmte on TRANSP 3/03/2008 From ASSM Cmte on TRANS with author's amendments. 02/28/08 To Cmte on TRANS 02/14/08 From printer.	Staff Monitoring

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION  
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Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>ASSEMBLY</b>					
AB 1968	Jeffries	Transportation Infrastructure Emergencies	Bill authorizes the Governor to declare a transportation infrastructure emergency for the purpose of relieving traffic congestion on any specific highway or segment of a highway for which Caltrans has determined that the average daily vehicle hours of delay, excluding weekends, exceeds 3,000. Upon declaration of the emergency, the bill would provide for the Governor to direct Caltrans to immediately create and implement an expedited process and establish deadlines for the construction of new highways or additional lanes on existing highways.	03/24/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. 03/24/2008 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 02/28/2008 To ASSEMBLY Committee on TRANSPORTATION.	Staff Monitoring
AB 2031	Nava	California Transportation Financing Authority	Bill establishes an authority to facilitate state highway expansion by issuing bonds and using revenues from tolls for construction of additional capacity on the state transportation system. Bill defines the authority's role as constructing new capacity or improvements on the state transportation system to help reduce green house gas emissions, conserve natural resources, and help meet air quality goals.  Bill would permit the authority to make secured and unsecured loans. Bill also permits the project sponsor to pledge various types of transportation revenues and tolls to repay the bond issuance.	05/07/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 05/07/2008 From ASSEMBLY Cmte on APPROPS with author's amendments. 04/14/2008 From ASSEMBLY Cmte on TRANSPORTATION: Do pass. 04/08/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. 04/08/2008 From ASSEMBLY Cmte on TRANS with author's amendments. 03/13/2008 To ASSEMBLY Committee on TRANSPORTATION. 2/22/2008 INTRODUCED.	Staff Monitoring
AB 2195	Brownley	Rail Transit	Existing law provides that any public transit guideway planned, acquired, or constructed after January 1, 1979, is subject to the regulations of the Public Utilities Commission relative to safety appliances and procedures, specifically thru the Safety Division of the PUC. This bill would <del>transfer that responsibility to Caltrans on January 1, 2010.</del> <u>authorize the Public Utilities Commission to approve a public transit guideway, or to otherwise carry out its regulatory and oversight duties over public transit guideways, without a hearing.</u>	04/14/2008 From ASSEMBLY Committee on UTILITIES AND COMMERCE: Do pass to Committee on APPROPRIATIONS. 4/07/2008 Re-referred to ASSEMBLY Committee on UTILITIES AND COMMERCE. 04/03/2008 Re-referred to ASSEMBLY Committee on RULES. 02/20/2008 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.	05/01/2008 To SENATE Committee on TRANSPORTATION AND HOUSING 04/21/2008 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. 04/14/2008 In ASSEMBLY. From Consent Calendar. To third reading. 04/09/2008 In ASSEMBLY. Read second time. To Consent Calendar. 04/07/2008 Assembly Transportation Committee: Do pass. 02/21/2008 INTRODUCED.	Staff Monitoring
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 certain real property in Alameda near the City of Hayward and State Highway Route 580 to a city, county, or other political subdivision, or another state agency 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.	05/06/2008 In ASSM. Read second time. To third reading. 04/30/2008 From Cmte on APPROPS: Do pass as amended. 04/15/2008 From Cmte on BUS & PROF. 04/07/2008 From Cmte on TRANS 04/02/2008 In ASSM. Read 2nd time & amended. Re-referred to Cmte on TRANS 04/02/2008 From Cmte on TRANS w/ author's amendments. 03/10/2008 To ASSM Cmtes on TRANS and BUS & PROFESSIONS. 02/21/2008 INTRODUCED.	Staff Monitoring
AB 2492	Evans	California Transportation Commission	Existing law creates the Commission relative to programming of transportation capital improvement projects and other related matters. Existing law authorizes the Commission to request and review reports of Caltrans and other entities pertaining to transportation issues and concerns that the Commission determines need special study.  This bill would state that the reports that the Commission is authorized to request and review in this regard include reports of public or private entities.	04/14/2008 Assembly Transportation Committee HEARING 02/21/2008 INTRODUCED	Staff Monitoring
AB 2495	Feurer	Local Governments: Infrastructure Financing	States the intent of the Legislature to enact legislation to allow the state create public-public partnerships with local governmental agencies.	02/21/08 Introduced.	Staff Monitoring
AB 2500	Strickland	Grade Separation Projects	Existing law requires Caltrans to prepare and submit to the Governor a proposed budget that includes \$15,000,000 for allocation to grade separation projects, as specified.  This bill would increase the amount required to be budgeted for allocation to grade separation projects to \$165,000,000.	03/06/2008 To ASSEMBLY Committee on TRANSPORTATION. 02/21/2008 INTRODUCED	Staff Monitoring

CALIFORNIA TRANSPORTATION COMMISSION  
STATUS OF LEGISLATION  
MAY 2008

Bill #	Author	Bill Title	Subject	Current Status	CTC Position
<b>ASSEMBLY</b>					
AB 2600	Neillo	State and Government: Infrastructure	Authorizes a state agency or department to enter into a performance-based infrastructure partnership with a private partner for eligible facilities.	04/29/2008 In ASSEMBLY Committee on BUSINESS AND PROFESSIONS: Failed passage. 04/21/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on BUSINESS AND PROFESSIONS. 04/21/2008 From ASSEMBLY Committee on BUSINESS AND PROFESSIONS with author's amendments. 04/03/2008 To ASSEMBLY Committee on BUSINESS AND PROFESSIONS. 02/22/2008 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, 2010. Bill also extends the pilot program provisions and instead make those provisions inoperative upon specified circumstances, including, but not limited to, upon program termination or upon the end of the 3-year memorandum of understanding described above.	04/23/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 04/23/2008 From ASSEMBLY Committee on APPROPRIATIONS with author's amendments. 04/14/2008 Assembly Transportation Committee HEARING 02/22/2008 INTRODUCED	Staff Monitoring
AB 2732	Levine	Public-Private Partnerships: Study	This bill would require the Legislative Analyst's Office to conduct a study regarding the impacts of private-public partnerships, as defined, for transportation and other types of infrastructure projects, and transmit a report of its findings and recommendations to the Legislature by October 31, 2009.	04/14/2008 In ASSEMBLY Committee on TRANSPORTATION: Not heard. 04/08/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. 04/08/2008 From ASSEMBLY Committee on TRANSPORTATION with author's amendments. 04/07/2008 To ASSEMBLY Committee on TRANSPORTATION. 02/22/2008 INTRODUCED.	Staff Monitoring
AB 2870	DeSaulnier	Land Use: Environmental Quality	Creates the Blueprint Implementation Commission, consisting of designated members, that would, in part, facilitate implementation of regional footprint projects. The Blueprint Implementation Commission would be composed of 11 members. Six Members would be drawn from the metropolitan planning organizations, regional transportation planning agencies, Five remaining members would be appointed, one each, from the CTC, ARB, the CA Energy Commission, by the Speaker, and by the President pro tempore.	04/16/2008 Assembly Local Government Committee HEARING 03/13/2008 To ASSEMBLY Committee on LOCAL GOVERNMENT. 02/22/2008 INTRODUCED:	Staff Monitoring
AB 3002	Villines	Department of Transportation: Property Management	This bill would provide that the Real Estate Services Division of the Department of General Services shall be responsible for property management functions for all real property and rights in real property acquired by the Department of Transportation for highway purposes that are not immediately needed for those purposes.	03/13/2008 To ASSEMBLY Committees on BUSINESS AND PROFESSIONS and TRANSPORTATION. 02/22/2008 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 revenue bonds to fund transportation projects to be backed by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to facilitate the construction of additional capacity on the state highway system. Bill set forths the requirements for a project sponsor to obtain bond funding from the authority, would allow the authority to approve the imposition of tolls on a proposed project, and would enact other related provisions.	04/14/2008 Assembly Transportation Committee Do Pass 02/22/2008 INTRODUCED.	Staff Monitoring
AB 3034	Galgiani	Safe, Reliable High-Speed Passenger Train Bond Act urgency statute	The \$9.95 billion Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century will be considered by the voters for approval at the November 4, 2008, general election. 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 segments 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 high-speed train purposes to be deposited in the General Fund. Bill would require that not more than 10% of bond proceeds be used for environmental studies, planning, and engineering activities, and require the authority to have a detailed funding plan for each segment of the system that identifies the full cost of construction and revenue sources for that segment, prior to awarding a construction contract for the segment. Bill would require the authority to give priority in selecting each specific segment for construction to those segments that require the least amount of bond funds as a percentage of total cost of construction.	04/21/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 04/14/2008 Assembly Transportation Committee HEARING 02/22/2008 INTRODUCED.	Staff Monitoring

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<b>ASSEMBLY</b>					
AB 3039	Benoit	High-Occupancy Vehicle Lanes	Existing law authorizes the Department of Transportation to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.  This bill would require the department, 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.	04/14/2008 Assembly Transportation Committee Hrg cancelled at author's request. 02/22/2008 INTRODUCED.	Staff Monitoring
ACA 9	DeVore	Property Taxation: Department of Transportation	Bill proposes to amend the Constitution. Specifies that property tax exemption for property owned by the state does not apply to real property, owned by Caltrans, that is determined by a county assessor as not having been used for at least 5 years.	01/14/08 Hearing cancelled at the author's request. 07/09/2007 In ASSEMBLY Cmte on REV & TAXATION: Heard, remains in Cmte. 07/02/2007 In ASSEMBLY. Read second time & amended. Re-referred to Cmte on REV AND TAXATION. 07/02/2007 From ASSEMBLY Cmte on REV & TAXATION w/ author's amendments. 06/25/07 From ASSEMBLY Cmte on TRANS: Do pass to Cmte on REV & TAXATION 05/31/2007 To ASSEMBLY Cmtes on TRANS and REV & TAXATION. 03/22/2007 INTRODUCED.	Staff Monitoring
ACA 10	Feuer	Bonded Indebtedness: Local Government: Transportation	Amends the State Constitution to create an additional exception to the 1% limit on ad valorem tax on real property for a county, or city to pay for bonded indebtedness, incurred to fund specified transportation infrastructure, that is approved by 55% of the voters of the county or city. Lowers to 55% the voter approval threshold.	01/07/2008 INTRODUCED.	Staff Monitoring
ACA 13	DeVore	Property Taxation: Department of Transportation	This measure would specify that the property tax exemption for property owned by the state does not apply to real property, owned by the Department of Transportation, that is determined by a county assessor as not having been used for a transportation purpose during specified time periods following the effective date of this measure. This measure would provide that the maximum amount of any ad valorem property tax on real property owned by the department, that is determined by a county assessor as not having been used for a transportation purpose, shall not exceed 1% of the fair market value, as defined, of the real property.	02/07/2008 INTRODUCED.	Staff Monitoring
<b>SENATE</b>					
SB 286	Lowenthal	<del>Transportation Bonds: Implementation</del> Transportation Enhancement Funds: Conservation Corps	<del>Bill requires the first payments of bond funds for local street and road purposes to be allocated by the Controller no later than January 1, 2008. Bill require funds to be encumbered within 3 fiscal years from the date of allocation, and require unencumbered funds to be returned to the Controller for reallocation.</del> Bill requires RTPAs, county 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 construction of those projects. A similar bill, SB 803 (Lowenthal), was vetoed by Governor. Bill's criteria were overly broad.	01/17/2008 From ASSEMBLY Cmte on APPROPS with author's amendments. . 01/17/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS 08/22/2007 In ASSEMBLY Cmte on APPROPS: Not heard. 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
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.	03/24/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 01/28/2008 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. 01/28/2008 From ASSEMBLY Committee on APPROPRIATIONS with author's amendments. 09/12/2007 In ASSEMBLY. Read 2nd time and amended. Re-referred to Cmte on APPROPS. 07/17/2007 In ASSEMBLY. Read second time & amended. Re-referred to APPROPS 07/03/2007 From ASSEMBLY Cmte on LOCAL GOVT: Do pass to Cte on TRANSP. 06/21/2007 To ASSEMBLY Committees on LOCAL GOVT and TRANSPORTATION. 06/07/2007 In SENATE. Read third time. Passed SENATE. To ASSEMBLY. 2/21/2007 INTRODUCED.	Staff Monitoring

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SB 445	Torlakson	Read User Task-Force Greenhouse gas mitigation fee.	<u>Authorizes regional transportation agencies to impose a greenhouse gas mitigation fee on vehicles subject to registration within the jurisdiction of the agency. Requires 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. Requires that the fee would be subject to approval of the governing board of the implementing agency and of voters of a ballot measure containing the plan.</u> <del>Creates a Read User Task Force to identify alternatives to the current system of taxing read users through per-gallon fuel taxes. Proposed 14 member task force would hold three meetings around the state and report its findings to the Legislature and Administration by Jan. 1, 2009.</del>	04/28/2008 Read 2nd time & amended. Re-referred to Cmte on TRANS. 4/28/2008 From Cmte on TRANS author's amendments. 03/06/2008 In ASSM. Read 2nd time & amended. Re-referred to Cmte on TRANS. 07/02/2007 In ASSEMBLY Committee on TRANSPORTATION: Not heard. 06/21/2007 To ASSEMBLY Committee on TRANSPORTATION. 0/06/2007 In SENATE. Read third time. Passed SENATE. To ASSEMBLY. 02/21/2007: INTRODUCED.	Staff Monitoring
SB 791	Corbett	State Highway-Property: Lease for Community Services State Transportation Improvement Program	<del>Authorizes the Department of Transportation to lease real property in the City of Hayward adjacent to State Route 580 to a public entity for feeding program purposes. Requires the leases to be for an amount equal to 25% of the property's fair market value.</del> This bill would repeal those provisions requiring the Commission to make reports to the Legislature regarding the success of provisions of SB 45, declaring the Legislature's intent relative to the 1998 State Transportation Improvement Program, and requiring the Commission to comply with procedures and requirements of SB 45.	04/28/2008 To ASSEMBLY Committee on TRANSPORTATION. 01/30/2008 In SENATE. Read third time. Passed SENATE. To ASSEMBLY. 03/08/2007 SENATE Committee on TRANSPORTATION and HOUSING 02/23/2007 INTRODUCED:	Staff Monitoring
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.	02/26/2008 In ASSEMBLY. From Inactive File. To third reading. 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
SB 1118	Negrete-McLeod	Airports: Airport Land Use Commissions	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 an airport land use commission. <del>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. Limits the authority of a board and a city selection committee of mayors to designate a body to assume the responsibilities of such a commission.</del> Repeals the authority of Marin County to overrule an airport land use commission's action. <u>Repeals a prohibition upon an airport commission charging fees if it has not adopted an airport land use compatibility plan.</u>	04/23/2008 In SENATE. Read second time and amended. To third reading. 04/21/2008 From SENATE Cmte on APPROP: To second reading. 04/08/2008 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS 04/02/2008 From SENATE Cmte on LOCAL GOVT: Do pass as amended. 04/02/08 Hearing by LOCAL GOVT CMTE. 02/07/08 SENATE Cmte on LOCAL GOVT, hearing canceled at author's request. INTRODUCED: 01/24/2008	Conceptually support
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.	04/17/2008 In SENATE. Read third time. Passed To ASSEMBLY. 04/15/2008 In SENATE. Read second time. To third reading. 04/14/2008 From SENATE Cmte on APPROPS: To second reading. 04/07/2008 Read 2nd time & amended. Re-referred to Cmte on APPROPS. 03/25/2008 From SEN on TRANS & HOUSING: Do pass as amended. 02/28/2008 To SEN Cmte on TRANS AND HOUSING. 02/15/08 Introduced.	Staff Monitoring

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<b>SENATE</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 extending east to State Highway Route 215.</p>	<p>04/23/2008 In SENATE. Read second time &amp; amended. Re-referred to Committee on APPROPRIATIONS.</p> <p>04/15/2008 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass as amended.</p> <p>04/01/2008 In SENATE. Read second time and amended. Re-referred to Cmte on TRANS &amp; HOUSING.</p> <p>04/01/2008 From SENATE Committee on TRANS &amp; HOUSING with author's amendments</p> <p>02/28/2008 To SENATE Committee on TRANSPORTATION AND HOUSING.</p> <p>02/15/08 Introduced.</p>	Staff Monitoring
SB 1363	Perata	Transportation Projects: Lease Agreements Urgency statute	<p>Existing law, until January 1, 2012, authorizes the Department of Transportation and regional transportation agencies to enter into up to 4 comprehensive development lease agreements with public and private entities for transportation projects primarily designed for improvement of goods movement that may charge users of those projects tolls and user fees, subject to various terms and conditions.</p> <p>This bill would extend that date to January 1, 2013</p>	<p>04/15/2008 Senate Transportation and Housing Committee HEARING cancelled at author's request.</p> <p>02/28/2008 To SENATE Committee on TRANSPORTATION AND HOUSING.</p> <p>02/21/08 Introduced.</p>	Staff Monitoring
SB 1422	Lowenthal	High-Speed Rail Authority	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Among other things, the authority is authorized to keep the public informed of its activities. <del>This bill would additionally provide that the authority may keep the Secretary of BT &amp; H informed of its activities.</del></p> <p>Existing public contracts law provides that whenever provision is made by law for any project that is not under the jurisdiction of specified state agencies, the project shall be under the jurisdiction of the Department of Transportation.</p> <p><u>This bill would provide similar jurisdiction to the Department of Transportation whenever no provision is made by law for any project that is not under the jurisdiction of the High-Speed Rail Authority.</u></p>	<p>04/15/2008 From SENATE Cmte on TRANS &amp; HOUSING: Do pass to Committee on APPROPRIATIONS.</p> <p>04/10/2008 Re-referred to SENATE Cmte on TRANS &amp; HOUSING.</p> <p>04/07/2008 In SENATE. Read second time and amended. Re-referred to Committee on RULES.</p> <p>04/07/2008 From SENATE Committee on RULES with author's amendments.</p> <p>02/28/2008 To SENATE Cmte on TRANS &amp; HOUSING.</p> <p>02/21/08 Introduced.</p>	Staff Monitoring
SB 1429	Perata	State Owned Toll Bridges	<p>Existing law specifies the powers and duties of Caltrans, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the jurisdiction of the commission.</p> <p>Existing law provides for a uniform \$4 auto toll on those toll bridges, including \$1 resulting from voter-approved Regional Measure 2, revenues from which are allocated to transportation improvement projects identified along with project sponsors in a statutory expenditure plan. Existing law requires project sponsors for these projects to seek supplemental funding from all other potential sources, including the State Highway Account and federal matching funds.</p> <p>This bill would also require project sponsors to seek supplemental funding from state general obligation bond funds made available for transportation capital improvements.</p>	<p>04/23/2008 In SENATE. Read second time and amended. Re-referred to Committee on TRANS &amp; HOUSING.</p> <p>04/23/2008 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.</p> <p>02/28/2008 To SENATE Committee on TRANSPORTATION AND HOUSING.</p> <p>02/21/08 Introduced.</p>	Staff Monitoring
SB 1486	Ducheny	Otay Mesa East Toll Facility Authority Act	<p><del>Establishes the Otay Mesa East Toll Facility Authority.</del> <u>Authorizes the San Diego Authority 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 impose tolls.</u> (tcif)</p>	<p>04/23/2008 In SENATE. Read second time and amended. Re-referred to Committee on APPROPS.</p> <p>04/15/2008 From SENATE Cmte on TRANS &amp; HOUSING: Do pass as amended to Cmte on APPROPS.</p> <p>04/09/2008 In SENATE. Read second time and amended. Re-referred.</p> <p>04/09/2008 From Cmte on TRANS &amp; HOUSING with author's amendments.</p> <p>02/28/2008 To SENATE Committee on TRANSPORTATION AND HOUSING</p> <p>02/21/08 Introduced</p>	Staff Monitoring

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<b>SENATE</b>					
SB 1507	Oropeza	Transportation: Highway construction: school boundaries.	<p><del>This bill would state the intent of the Legislature to enact legislation relating to transportation.</del> Existing law creates the California Transportation Commission and authorizes the commission to, among other things, select, adopt, and determine the location for state highways on routes authorized by law. Existing law gives the Department of Transportation full possession and control of all state highways and authorizes the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the California Transportation Commission.</p> <p>This bill would prohibit the Commission from authorizing the construction or expansion of a state highway within 1/4 mile of a school boundary and would also prohibit Caltrans from constructing or expanding a state highway in that area <u>with exceptions for certain operational or safety improvements and for high-occupancy vehicle lanes. Prohibits a project subject to this restriction from being included in a regional transportation improvement program adopted by a transportation planning agency.</u></p>	<p>04/21/2008 In SENATE. Read 2nd time and amended. Re-referred to Cmte on APPROPS.</p> <p>04/15/2008 From SENATE Cmte on TRANS &amp; HOUSING: Do pass as amended.</p> <p>04/03/2008 Re-referred to SENATE Cmte on TRAN &amp; HOUSING.</p> <p>03/28/2008 In SENATE. Read 2nd time and amended. Re-referred to RULES.</p> <p>03/28/2008 From SENATE Cmte on RULES with author's amendments.</p> <p>02/28/2008 To SENATE Cmte on RULES.</p> <p>02/21/2008 INTRODUCED.</p>	Staff Monitoring
SB 1510	Kehoe	San Diego County Regional Airport Authority	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.	<p>04/14/2008 In SENATE. Read third time. Passed SENATE. To ASSEMBLY.</p> <p>04/03/2008 In SENATE. Read 2nd time.</p> <p>04/02/2008 SENATE Committee on LOCAL GOVERNMENT: Do pass with author's amendments.</p> <p>02/28/2008 To SENATE Committee on LOCAL GOVERNMENT</p> <p>02/21/08 INTRODUCED</p>	Staff Monitoring
SB 1740	Oropeza	Public Safety: Transportation	<p>Existing law establishes the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including port, harbor, and ferry terminal security projects, and provides that those funds designated for these projects be deposited in the Port and Maritime Security Account.</p> <p>Bill would make nonsubstantive changes to those provisions relating to port security.</p>	<p>03/13/2008 To SENATE Committee on RULES</p> <p>02/22/2008 INTRODUCED</p>	Staff Monitoring