

Date: _____ October 31, 2007

Committee Meeting Date: _____ November 15, 2007

Board Meeting Date: _____ December 13, 2007

BOARD MEMORANDUM

INFORMATION ITEM

TO: Administration and Finance Committee
Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Michael T. Burns
General Manager

FROM: Kurt Evans
Federal/State Government Affairs Manager

SUBJECT: Monthly Legislative History Matrix

FOR INFORMATION ONLY

For your information, I am attaching our Monthly Legislative History Matrix, which describes key transportation-related bills that are being considered by the California State Legislature during the 2007-08 session. It indicates the status of these measures and any adopted VTA positions with regard to them. Given that the Legislature is in recess until January 2008, and no further action will be taken on any bills until that time, this document is the final Monthly Legislative History Matrix for 2007.

On October 14, Gov. Arnold Schwarzenegger closed the books on the 2007 regular legislative session by signing or vetoing the last of the bills that were sent to his desk by the Assembly and Senate. This year, lawmakers sent the Governor a total of 964 bills. He rejected 214 of them, leaving 750 to become law, the second lowest number in recent history.

The Governor signed into law all four of VTA's sponsored/co-sponsored bills. These measures are as follows:

- *AB 574 (Torrico)*: Eliminates the sunset date for VTA's existing statutory authority to implement high-occupancy toll (HOT) lanes in two transportation corridors within Santa Clara County and allows VTA to issue bonds backed by HOT lane revenues.
- *AB 1492 (Laird)*: Authorizes VTA and the Santa Cruz Metropolitan Transit District to once again use the "yield-to-buses" signs that were installed on our vehicles as part of a now-expired demonstration program. This bill allows VTA and the Santa Cruz Metropolitan Transit District to turn these signs back on to encourage motorists to yield to our buses when they are attempting to pull back into traffic from a bus stop. However, under the provisions of this legislation, a motorist could not be ticketed for failing to yield.

- *SB 184 (Alquist)*: Makes several important technical changes to current law to ensure that local and regional agencies that use their own money to advance their State Transportation Improvement Program (STIP) projects would not be denied reimbursement by the California Transportation Commission (CTC) for arbitrary reasons.
- *SB 264 (Alquist)*: Amends VTA's existing statutory authority with regard to local sales taxes to allow VTA to impose a one-eighth-cent local sales tax for transportation purposes, subject to a two-thirds vote of the electorate.

In addition, the Governor signed into law other key transportation-related bills, as follows:

- *AB 57 (Soto)*: Eliminates the January 1, 2008, sunset date for California's Safe Routes to School Program and extends this program indefinitely.
- *AB 118 (Nunez)*: Increases vehicle registration and other fees administered by the Department of Motor Vehicles in order to generate revenues for alternative-fuel programs.
- *AB 233 (Jones)*: Increases the civil penalties for a violation of the state's diesel-fueled commercial motor vehicle idling limits.
- *AB 321 (Nava)*: Allows a local government to declare a speed limit of 15 miles per hour in a school zone.
- *AB 801 (Waters)*: Prohibits the use of a device that obstructs the reading of a license plate by electronic equipment in connection with the collection of revenues for a toll road, high-occupancy toll (HOT) lane, toll bridge, or other toll facility.
- *AB 1672 (Nunez)*: Increases the number of individuals serving on the CTC from 11 to 13 in order to allow the Senate Rules Committee and the speaker of the Assembly to each appoint one voting member to the commission.
- *SB 33 (Simitian)*: Beginning July 1, 2008, prohibits a person under the age of 18 years from driving a motor vehicle while using a wireless telephone, even if it is equipped with a hands-free device, or a mobile service device.
- *SB 124 (Ducheny)*: Allows toll authorities to pursue vehicles registered in other states for acts of toll evasion that occur within California.
- *SB 416 (Ashburn)*: Until January 1, 2011, authorizes any county in the state, with the approval of its board of supervisors, to use design-build contracting for building and modernizing public facilities, provided that the project costs in excess of \$2.5 million and is not a transportation facility.
- *SB 698 (Torlakson)*: At the time of making an offer to purchase property, requires a public entity to provide the property owner with an informational pamphlet detailing the process of eminent domain and the property owner's rights under California eminent domain law.

- *SB 717 (Perata)*: Modifies the distribution of Proposition 42 revenues allocated to the Public Transportation Account (PTA) from the current 50 percent for the State Transit Assistance Program (STA) and 50 percent for transit capital projects programmed in the STIP to 75 percent for STA and 25 percent for STIP transit capital projects.

- *SB 976 (Torlakson)*: Replaces the existing San Francisco Bay Area Water Transit Authority with a new entity called the San Francisco Bay Area Water Emergency Transportation Authority. In general, charges this new authority with the following responsibilities: (a) to consolidate and operate ferry services in the Bay Area, except for those provided by Golden Gate Transit; and (b) to plan and respond to emergencies or disasters affecting the Bay Area's regional transportation system.

Prepared by: Kurt Evans, Federal/State Government Affairs Manager

LEGISLATIVE HISTORY
2007 – 2008 State Legislative Session
October 31, 2007

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 6 (Houston) Greenhouse Gas Emissions: Market-Based Compliance Mechanisms	Amends the Global Warming Solutions Act of 2006 to require the California Air Resources Board (CARB) to adopt market-based mechanisms to ensure compliance with regulations related to reducing greenhouse gas emissions in California.	As Introduced	Assembly Natural Resources Committee	
AB 23 (Ma) Pedestrian Crosswalks	Requires Caltrans to place and maintain an accessible pedestrian signal with an audible device that indicates when a pedestrian may safely cross the highway and an official control signal that emits a countdown pedestrian display at a marked pedestrian crosswalk if that crosswalk crosses a state highway and is within 2,000 feet of either: (a) a school building or grounds; or (b) a senior center.	3/14/07	Assembly Transportation Committee	Support
AB 29 (Hancock) Proposition 1C: Regional Planning, Housing and Infill Incentive Account	Provides that Proposition 1C housing bond revenues deposited in the Regional Planning, Housing and Infill Incentive Account are to be made available to the Department of Housing and Community Development for the purpose of making infrastructure grants for construction or acquisition of capital assets to qualifying cities and counties. Requires the department to issue periodic notices of funding availability specifying per-project limits and the competitive criteria upon which projects would be selected. To be eligible for funding, provides that a project must be an integral part of infrastructure needs that are required to allow an infill housing project to proceed to completion in a timely manner. To the extent feasible, requires the project selection process to ensure a reasonable geographic distribution of funds. Allows grant funds to be used for the following capital outlay purposes: (a) creation, development and rehabilitation of urban parks, bicycle paths, river parkways, trails, access ways that connect neighborhoods with open-space areas, and other public recreational facilities; (b) urban greening projects; (c) water, sewer or other public utility infrastructure costs associated with infill development; (d) street, road or other transportation improvements, including transit improvements, bikeways, trolleys, and pedestrian facilities; (e) expansion of recreational opportunities in high density housing areas through acquisition and enhancement of park land; and (f) creation of safe routes to schools for children.	4/19/07	Assembly Housing and Community Development Committee	
AB 33 (Jeffries) Tax Credits: School Transportation	Beginning January 1, 2007, establishes a state income tax credit equal to 20 percent of the costs paid or incurred by taxpayers for K-12 school transportation. For purposes of receiving the tax credit, limits "school transportation costs" to any charge or fee imposed by any public school or public school district in California for home-to-school transportation.	3/14/07	Assembly Revenue and Taxation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 38 (Nava) Homeland Security	Eliminates the Office of Homeland Security and the Office of Emergency Services, and transfers the responsibilities of these two offices to a newly created Department of Emergency Services and Homeland Security. Provides that the department would be under the supervision of a secretary of emergency services and homeland security appointed by the Governor and subject to Senate confirmation. In managing the department, requires the secretary to coordinate all state disaster response, emergency planning, emergency preparedness, disaster recovery, disaster mitigation, and homeland security activities.	5/1/07	Senate Public Safety Committee	
AB 57 (Soto) Safe Routes to School Program	Extends indefinitely Caltrans' authority to establish and administer a Safe Routes to School Program in California without reference to federal law or federal funding. Requires any annual state budget appropriation to fund grants under the Safe Routes to School Program to be in addition to any federal money received by California that is designated for these types of projects pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) or any similar program funded through a subsequent federal surface transportation act. Requires any federal funding received by the state that is designated for Safe Routes to School projects to be distributed by Caltrans under a competitive grant process consistent with all applicable federal requirements.	9/4/07	Signed into Law: Chapter #673	Support
AB 60 (Nava) Bicycles	Requires the driver of a motor vehicle overtaking a bicycle proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of three feet, without interfering with the safe operation of the overtaken bicycle.	3/5/07	Assembly Transportation Committee	
AB 99 (Feuer) Clean Alternative Fuels	Enacts that Clean Alternative Fuel and Clean Vehicle Act of 2007. By June 30, 2009, requires the California Air Resources Board (CARB) to adopt regulations that would ensure both of the following: (a) commencing January 1, 2012, 50 percent of new passenger vehicles and light-duty trucks sold in California are clean alternative vehicles; and (b) commencing January 1, 2020, all new passenger vehicles and light-duty trucks sold in the state are clean alternative vehicles. In developing these regulations, requires CARB to do all of the following: (a) consider the technological and economic feasibility of the regulations; (b) develop and enforce compliance options for eligible clean alternative vehicles that take into account their air quality benefits and the likelihood that the vehicles will actually use clean alternative fuel; and (c) ensure, to the extent technologically and economically feasible, that a clean alternative fuel is made available statewide at retail outlets whenever CARB determines that a sufficient number of motor vehicles certified by the board to run on that fuel has been reached. Specifies that these regulations shall apply only to a motor vehicle manufactured after December 31, 2010.	4/10/07	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 109 (Nunez) California Global Warming Solutions Act of 2006: Annual Report	Requires the California Air Resources Board (CARB) to report to the Legislature annually on the status and progress of implementing the California Global Warming Solutions Act of 2006. Requires the Governor, the State Teachers' Retirement System, the Treasurer's Office, and the Public Employees' Retirement System to report specified information regarding greenhouse gas emissions and green investment annually to the Legislature. Requires all land conservancies within the Resources Agency, the Department of Parks and Recreation, the state forests under the management or ownership of the Department of Forestry and Fire Protection, and the Wildlife Conservation Board to report annually to the Legislature on the status and progress of implementing the California Global Warming Solutions Act of 2006.	7/18/07	Senate Appropriations Committee	
AB 117 (Beall) Traffic Safety Assessment: Santa Clara County	Until January 1, 2013, authorizes Santa Clara County to levy an additional assessment in the amount of \$2 for every \$10 or fraction thereof, upon the base fine for an offense involving the unsafe operation of a motor vehicle. Requires revenues collected from the assessment to be deposited in a Traffic Safety Committee Network Fund established by the county and to be allocated as follows: (a) 85 percent for local traffic safety programs approved by the county board of supervisors; and (b) 15 percent for the county's Courthouse Construction Fund.	3/22/07	Senate Public Safety Committee	
AB 118 (Nunez) Alternative Fuels	Creates the Air Quality Improvement Program to be administered by the California Air Resources Board (CARB) to fund the following: (a) on- and off-road equipment projects that are cost-effective; (b) projects that provide mitigation for off-road gasoline exhaust and evaporative emissions; (c) projects that provide research to determine the air quality impacts of alternative fuels; (d) projects that study the life-cycle impacts of alternative fuels and conventional fuels, the emissions of biofuel and advanced reformulated gasoline mixes, and air pollution improvement and control technologies for use with alternative fuels and vehicles; (e) projects that augment the University of California's Agricultural Experiment Station and Cooperative Extension Programs for research to increase sustainable biofuels production and improve the collection of biomass feedstock; (f) incentives for small off-road equipment replacement to encourage consumers to replace internal combustion engine lawn and garden equipment; (g) incentives for medium-duty and heavy-duty vehicles and equipment mitigation; (h) workforce training initiatives related to advanced energy technology designed to reduce air pollution; and (i) incentives to identify and reduce emissions from high emitting light-duty vehicles. Establishes the Alternative and Renewable Fuel and Vehicle Technology Program to be administered by the California Energy Resources Conservation and Development Commission. Upon appropriation by the Legislature, requires the commission to award grants, revolving loans, loan guarantees, and loans to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Specifies that the emphasis of this program shall be to develop and deploy technology, and alternative and renewable fuels in the marketplace, without adopting any one preferred fuel or technology. Requires the Bureau of Automotive Repair to administer an Enhanced Fleet Modernization Program that allows for the voluntary retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters. Funds the Air Quality Improvement Program, Alternative and Renewable Fuel and Vehicle Technology Program, and the Enhanced Fleet Modernization Program through temporary increases in vehicle registration, vessel registration, identification plate, and smog abatement fees.	9/7/07	Signed into Law: Chapter #750	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 139 (Bass) Paratransit Drivers: Medical Examinations	Allows a qualified licensed advanced practice registered nurse or a licensed physician assistant to give the medical examination that is required in order for an applicant to be able to be issued an original or renewal certificate to drive a school bus, school pupil activity bus, youth bus, general public paratransit vehicle, or farm labor vehicle.	7/10/07	Signed into Law: Chapter #158	
AB 147 (Wolk) Americans With Disabilities Act	Declares the intent of the Legislature to enact a bill that would assist with the implementation and enforcement of the federal Americans with Disabilities Act of 1990 in California.	As Introduced	Assembly Desk	
AB 193 (Budget Committee) Transportation-Related Bond Debt Service	Creates the Transportation Debt Service Fund. Transfers \$539.29 million in Public Transportation Account (PTA) revenues to this fund to be used for the following purposes: (a) \$339.29 million to reimburse the General Fund for debt service payments made during FY 2008 for public transportation-related general obligation bond expenditures; and (b) \$200 million to reimburse the General Fund for debt service payments made in prior fiscal years for public transportation-related general obligation bond expenditures. Creates the Mass Transportation Fund. Upon appropriation by the Legislature, allows money in this fund to be used for, but not necessarily limited to, the following transportation purposes: (a) payment of debt service on transportation bonds; (b) reimbursements to the General Fund for past debt service payments on transportation bonds; (c) funding for the Department of Developmental Services for regional center transportation; (d) reimbursements to the General Fund for Proposition 42 loan repayments pursuant to Proposition 1A; and (e) funding for home-to-school transportation. Transfers \$82.68 million in PTA revenues to the Mass Transportation Fund to be used to reimburse the General Fund for the repayment of prior-year Proposition 42 loans pursuant to the minimum amount required to be repaid in FY 2008 under Proposition 1A.	9/7/07	Signed into Law: Chapter #313	
AB 196 (Budget Committee) Proposition 1B: Local Streets and Roads	Requires the Controller's Office to allocate the \$950 million in Proposition 1B transportation infrastructure bond revenues appropriated in the FY 2008 state budget for local streets and roads as follows: (a) \$550 million to cities; and (b) \$400 million to counties. Declares the intent of the Legislature to appropriate the balance of Proposition 1B bond revenues for local streets and roads over the next four years. Specifies that the Legislature may appropriate these bond revenues on a more expedited basis pursuant to local agency needs. Prior to receiving an allocation of Proposition 1B bond revenues for local streets and roads from the Controller's Office in a given fiscal year, requires an eligible local agency to submit to the Department of Finance a list of projects expected to be funded pursuant to an adopted local agency budget. Requires this list to include a description, the location, the schedule for completion, and the estimated useful life of the improvement for each project proposed to be funded.	9/7/07	Signed into Law: Chapter #314	
AB 201 (Budget Committee) Proposition 1B: Goods Movement Air Quality Projects	Allows the replacement, repower or retrofit of diesel locomotive engines to be eligible for Proposition 1B transportation infrastructure bond funding dedicated for goods movement air quality improvement projects in the case where a railroad company has entered into a memorandum of understanding or other agreement with a public agency, provided that the California Air Resources Board (CARB) determines that the emission reductions that would be achieved by the project are not necessary to satisfy any mandated emission reduction requirement under any such agreement.	8/21/07	Signed into Law: Chapter #187	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 233 (Jones) Healthy Heart and Lung Act	Enacts the Healthy Heart and Lung Act. Increases the minimum civil penalty for a violation of the state's diesel-fueled commercial motor vehicle idling limits from \$100 to \$300. Every three years, requires the California Air Resources Board (CARB) to review its enforcement of airborne toxic control measures designed to limit diesel-fueled vehicle idling and other diesel emission control regulations for on-road and off-road vehicles and engines, and to develop a strategic plan for consistent, comprehensive and fair enforcement of these regulations. Requires the Department of Motor Vehicles to refuse registration, or renewal or transfer of registration for certain commercial vehicles if the owner or operator has been cited for a violation pertaining to that vehicle of specified air pollution laws until the violation has been cleared.	9/7/07	Signed into Law: Chapter #592	
AB 236 (Lieu) State Agency Motor Vehicle Fleets	By December 31, 2008, requires the Department of General Services to amend and revise the existing purchasing methodology for passenger cars and light-duty trucks that are procured or leased by state agencies and departments to rank environmental and energy benefits, and costs of motor vehicles for potential procurement by state and local governments. By July 1, 2009, requires available vehicles in individual classes to be ranked based on the revised purchasing methodology. Requires the Department of General Services to procure for use in the state fleet vehicles that meet federal requirements and that have been ranked best in their class as determined by the revised purchasing methodology. Requires the Department of General Services to compile and maintain the number of alternative fuel vehicles in the state vehicle fleet that use the respective alternative fuel in those vehicles and the number that use petroleum. Requires the Department of General Services to report to the Governor and Legislature information on the nature of vehicles that are owned or leased by the state, the locations where alternatively fueled vehicles are purchased or leased during the year, the locations of the alternative fuel pumps available for those vehicles, and the total annual consumption of fuel. By July 1, 2009, requires the secretary of the State and Consumer Services Agency to develop, implement and submit to the Governor and Legislature a plan to reduce or displace the state fleet's consumption of petroleum products.	9/7/07	Signed into Law: Chapter #593	
AB 255 (De Leon) Clean Air and Energy Independence Fund	Creates the Clean Air and Energy Independence Fund to be used by the California Air Resources Board (CARB) for all of the following purposes: (a) market-based incentives, such as buy-downs, rebates or credits, for purchasers of high efficiency, high mileage light-duty, medium-duty and heavy-duty vehicles powered by clean alternative fuels or other efficient technologies that reduce air pollution and dependence on fossil fuels; (b) production incentives, including loans, loan guarantees and credits, for clean alternative fuel production within the state; (c) market-based incentives for the construction of publicly accessible clean alternative fueling stations; and (d) grants for research and development of clean and zero-emission fuels and vehicle technology to assist in making these technologies more affordable. Prohibits the Clean Air and Energy Independence Fund from being used to support the development of fuels derived from petroleum, petroleum coke or coal.	4/11/07	Assembly Appropriations Committee	
AB 256 (Huff) Highway Users Tax Account	In any year in which the Budget Act has not been enacted by July 1, provides that all revenues in the Highway Users Tax Account from the prior fiscal year are to be continuously appropriated and may be encumbered for transportation purposes until the Budget Act is enacted.	4/25/07	Assembly Appropriations Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 307 (Hayashi) Tax Exemption: Fuel Cell Buses	Provides a sales tax exemption for the purchase or lease of a fuel cell public transit bus or fuel cell system by a public agency.	As Introduced	Assembly Revenue and Taxation Committee	
AB 321 (Nava) Speed Limits: School Zones	Allows a local government to declare a speed limit of 15 miles per hour in a school zone. Also allows a local government to expand the distance a 25 mile-per-hour speed limit may be in force in a school zone to 1,000 feet from the school.	8/21/07	Signed into Law: Chapter #384	
AB 387 (Duvall) Design-Build Contracting: Transit Security Projects	Makes several changes to existing state law authorizing the use of design-build contracting for transit projects. Specifically, provides that there is no cost threshold in order to use design-build contracting for the acquisition and installation of technology applications or surveillance equipment designed to enhance safety, disaster preparedness and homeland security efforts. Also provides that a prequalification process is optional when using design-build contracting for these types of projects if the total cost of the project is under \$5 million.	4/17/07	Assembly Business and Professions Committee	
AB 412 (Smyth) Proposition 1B: Project Delivery Deadlines	In order to ensure the timely use of Proposition 1B transportation infrastructure bond revenues, requires each state agency designated by the bond act to allocate these revenues to establish guidelines that specify deadlines for commencing construction or implementation for each program it administers under the bond act.	3/26/07	Assembly Transportation Committee	
AB 444 (Hancock) Vehicle Registration Surcharge	Authorizes the congestion management agency (CMA) in counties of Alameda, Contra Costa, Marin, Santa Clara, and Solano to place a measure before its voters to impose an annual surcharge of up to \$10 on each motor vehicle registered within its county to fund a program for managing traffic congestion. Provides that the ballot measure must be approved by a simple majority vote of the county's electorate before such a surcharge could be imposed. Requires the governing board of the CMA to: (a) adopt a resolution by a majority vote to put the surcharge on the ballot; (b) make a finding of fact by a majority vote that the projects and programs to be funded with surcharge revenues have a relationship or benefit to the persons who will be paying the surcharge; and (c) adopt an expenditure plan programming the surcharge revenues to transportation-related programs and projects that have a relationship or benefit to the persons paying the surcharge. Specifies that the programs and projects included in the expenditure plan may serve the following purposes: (a) providing matching dollars for funding made available under state general obligation bonds for transportation; (b) creating or sustaining congestion mitigation programs and projects; and (c) creating or sustaining pollution mitigation programs and projects. If requested by the Alameda County or Contra Costa County CMA, requires the Department of Motor Vehicles to collect the surcharge approved by the voters upon the registration or renewal of registration of any motor vehicle in the applicable county, except for those vehicles that are expressly exempt from the payment of registration fees. Requires the CMA to pay for the initial set-up and programming costs identified by the Department of Motor Vehicles through a direct contract with the department. Allows the CMA to be reimbursed for these costs through the initial revenues generated by the surcharge.	6/28/07	Senate Revenue and Taxation Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 463 (Huffman) Disabled Persons: Parking	Allows a vehicle equipped with a lift, ramp or assistive equipment used to load a disabled person to park across two stalls on a street or in a private off-street parking facility when no suitably sized parking space is available.	5/24/07	Signed into Law: Chapter #387	
AB 478 (Wolk) Bicycle Safety	Requires a bicycle operated during darkness on a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway to be equipped with an illuminated lamp and certain specified reflecting devices.	8/20/07	Signed into Law: Chapter #232	
AB 484 (Nava) Landfill Disposal: Concrete	Prohibits a Caltrans contractor from disposing of asphalt concrete or Portland cement concrete in a solid waste landfill, unless one of the following applies: (a) the contractor determines that no other means of using or disposing of the material is feasible; (b) the concrete will be used for beneficial reuse in the construction and operation of a solid waste landfill; or (c) the concrete will be used in inert debris engineered fill activity. Beginning July 1, 2008, if a contractor with Caltrans disposes of asphalt concrete or Portland cement concrete in a solid waste landfill, requires the department to either submit to the Legislature or post on its Internet Web site a report detailing the approximate amount of material disposed and the reason the waste was not diverted from disposal at a solid waste landfill. Sunsets this reporting requirement on July 1, 2011.	9/5/07	Vetoed by the Governor	
AB 493 (Ruskin) Clean Vehicle Incentive Program	Declares that it is the intent of the Legislature in enacting this bill to establish a market-based Clean Vehicle Incentive Program consisting of one-time rebates and one-time surcharges on the purchase of new motor vehicles to mitigate against emissions of greenhouse gases from those vehicles. Further declares that it is the intent of the Legislature that this program be self-financing and not increase expenditures from or reduce revenues into the General Fund. By July 1, 2009, requires the California Air Resources Board (CARB) to create and implement a Clean Vehicle Incentive Program that would provide rebates to, or require surcharges from, a purchaser of a new motor vehicle based on the vehicle's greenhouse gas emissions. Requires the schedule of rebates and surcharges to take effect July 1, 2010, and to apply to motor vehicles of model year 2011 and later.	6/1/07	Assembly Floor	
AB 505 (Plescia) Tax Credits: Alternative-Fuel Vehicles	Provides a state income tax credit for each taxable year beginning on or after January 1, 2007, equal to the amount paid or incurred by a taxpayer during the taxable year, not to exceed \$500, for the following: (a) a hybrid vehicle or an alternative-fuel vehicle that meets California's advanced technology partial zero-emission vehicle (AT PZEV) standard for criteria pollutant emissions; and (b) a hybrid vehicle that meets California's ultra-low emission vehicle (ULEV), super ultra-low emission vehicle (SULEV), or partial zero-emission vehicle (PZEV) standards.	4/10/07	Assembly Revenue and Taxation Committee	
AB 568 (Karnette) Port Community Advisory Committees	After receiving a petition from a community organization, authorizes the governing authority of a port or harbor in California, at its discretion, to establish a port community advisory committee. If the governing authority of a port or harbor decides to establish a port community advisory committee, requires the authority to adopt an ordinance that determines all of the following: (a) the committee's membership and the method used to select the committee's members; (b) the committee's internal organization, including any officers or subcommittees; (c) the committee's duties, including the assignment to provide advice to the governing authority regarding the port's policies, programs or projects; and (d) any other matters that the governing authority considers to be appropriate.	7/2/07	Senate Local Government Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 574 (Torrico) HOT Lanes	Amends the Santa Clara Valley Transportation Authority's high-occupancy toll (HOT) lanes enabling statutes to allow the authority to issue bonds backed by revenues generated by the HOT lanes that are implemented in Santa Clara County.	9/5/07	Signed into Law: Chapter #498	Co-Sponsor
AB 575 (Arambula) Proposition 1B: Goods Movement Air Quality Projects	Requires the California Air Resources Board (CARB) to develop guidelines for allocating the \$1 billion in Proposition 1B transportation infrastructure bond revenues dedicated for goods movement air quality improvement projects. Upon appropriation by the Legislature, requires CARB to allocate these revenues on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to the movement of freight along California's trade corridors. Requires applications for funding to include a plan to reduce emissions associated with freight movement. Requires projects to result in emission reductions not otherwise required by law or regulation in effect as of November 8, 2006. In evaluating projects or measures, requires CARB to consider all of the following: (a) reduction in public health risks achieved by the project or measure; (b) cost effectiveness and technological feasibility of the project or measure; (c) long-term benefits of the project or measure; and (d) the availability of matching funds. Requires CARB to report annually to the appropriate policy and fiscal committees of the Legislature on the status of the projects and measures funded with these Proposition 1B revenues.	5/1/07	Assembly Appropriations Committee	
AB 630 (Price) South Coast Air Quality Management District	Requires the California Air Resources Board (CARB) to expeditiously adopt an emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act unless CARB finds any of the following: (a) the standard or requirement is not technically feasible and would not become feasible by the proposed implementation date; (b) the standard or requirement is not cost effective compared to measures included in the air quality plan for the area; or (c) the standard or requirement would not qualify for a federal waiver or authorization. Requires CARB, if necessary, to submit the standard or requirement to the U.S. Environmental Protection Agency (EPA) for a waiver or authorization.	5/1/07	Assembly Appropriations Committee	
AB 631 (Horton) Fueling Stations for Ethanol Blends	Specifies that the California Air Resources Board (CARB) must adopt regulations requiring all new fueling stations constructed in the state after January 1, 2010, to provide E85 ethanol-blended fuel to vehicles that use that fuel.	As Introduced	Assembly Transportation Committee	
AB 633 (Galgiani) Grade Separation Projects	By September 1, 2008, requires the California Public Utilities Commission (CPUC) and Caltrans to submit a joint report to the appropriate policy and fiscal committees of the Legislature that includes all of the following: (a) an overall evaluation of the state's existing grade separation funding program; (b) an evaluation of the factors that increase the costs for grade separation projects and suggested actions to lower these costs; (c) recommendations for streamlining and improving the program; and (d) recommendations for establishing a hardship application process under which the California Transportation Commission (CTC) may, in severe circumstances, adjust or defer the requirement for local financial participation.	4/25/07	Senate Transportation and Housing Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 655 (Swanson) Infrastructure Bonds: Public Contracts	Specifies that small business, microbusiness and non-small business contractors who submit bids in response to an awarding state department's solicitation for contracts under any of the infrastructure bonds that were approved by the voters of California in November 2006 shall be eligible for preferences if they commit to hiring at least 20 percent of their employee workforce from California residents who are currently eligible to receive or are currently receiving unemployment compensation benefits.	5/8/07	Assembly Appropriations Committee	
AB 665 (DeSaulnier) Growth Management	To the extent that funding is available for this purpose, requests the University of California to produce a report on the best practices of transportation/land-use planning and growth management. To the extent that funding is available for this purpose, requires the Department of Housing and Community Development to produce a Growth Management Information Report using key indicators of growth by region as a guide. Requires this report to include all of the following criteria by region: (a) the amount of housing produced and existing compared to the population, the population growth and the employment growth of the region; (b) the amount of affordable housing produced compared to the need for affordable housing; (c) the jobs-housing balance; (d) the vehicle miles traveled per household and in total within, to and throughout the region compared to the previous year, the previous five years and the previous 10 years; (e) the amount of habitat converted to urban uses and the amount of habitat protected during the prior year; (f) the amount of farmland converted to urban uses and the amount of farmland protected during the prior year; (g) the percentage of population by region within walking distance of major public transit stops, stations or hubs; (h) the percentage of population by region within walking distance of a park or public recreational area; and (i) the areas covered by urban growth boundaries.	9/7/07	Vetoed by the Governor	
AB 694 (Wolk) Home-to-School Transportation	Increases the transportation allowance of each eligible school district or county office of education pursuant to a specified formula using funds appropriated in the annual state budget or other statutes.	As Introduced	Assembly Appropriations Committee	
AB 699 (Parra) Home-to-School Transportation	Commencing July 1, 2008, requires the state superintendent of public instruction, in addition to all other apportionments for home-to-school transportation pursuant existing statutes, to allocate a supplemental home-to-school transportation allowance for school districts, county offices of education and joint powers authorities.	4/10/07	Assembly Appropriations Committee	
AB 747 (Levine) Greenhouse Gas Emissions: Fuel Standard	Requires the California Air Resources Board (CARB) to reduce the carbon intensity of the state's transportation fuels by at least 10 percent by 2020. As part of its efforts to achieve this goal, requires CARB to implement a low-carbon fuel standard applicable to refiners, blenders, producers, and importers of transportation fuels. Requires CARB to allow refiners, blenders, producers, and importers of transportation fuels to meet this standard through market-based methods. Requires the California Public Utilities Commission (CPUC) to examine and address how investor-owned utilities can contribute to reductions in greenhouse gas emissions in the transportation sector.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 784 (Karnette) Proposition 1B: Office of Emergency Services	Specifies that project sponsors receiving Proposition 1B transportation infrastructure bond funding allocated by the Office of Emergency Services do not have to comply with provisions in existing law that require contracts to be awarded to the lowest bidder.	4/24/07	Assembly Appropriations Committee	
AB 801 (Walters) Toll Evasion	Prohibits the use of a device that obstructs or impairs the reading or recognition of a license plate: (a) by an electronic device operated by state or local law enforcement; or (b) by an electronic device operated in connection with a toll road, high-occupancy toll (HOT) lane, toll bridge, or other toll facility. Provides that any person who sells such a product or device is guilty of an infraction.	7/16/07	Signed into Law: Chapter #273	
AB 842 (Jones) Proposition 1C: Regional Planning, Housing and Infill Incentive Account, and Transit- Oriented Development Implementation Program	Requires the California Transportation Commission (CTC) to update its guidelines for the preparation of regional transportation plans (RTPs) to include a requirement that each plan provide for a 10 percent reduction in the growth increment of vehicle miles traveled. Makes available an unspecified amount of Proposition 1C housing bond revenues from the Regional Planning, Housing and Infill Incentive Account to the Department of Housing and Community Development for grants to assist local agencies in the planning and production of infill housing. In ranking applications for these revenues, requires the Department of Housing and Community Development to award a substantial preference to both of the following: (a) applications for projects that are located in a city or county that has adopted a general plan that would reduce the amount of vehicle miles traveled by at least 10 percent, and the project is consistent with the plan; and (b) applications for projects that are located in a region covered by a council of governments that has adopted a transportation plan, a regional blueprint or similar document that would reduce the amount of vehicle miles traveled by at least 10 percent, and the project is consistent with the plan, blueprint or similar document. Allocates an unspecified amount of Proposition 1C bond revenues to the Transit-Oriented Development Implementation Program for loans and grants. In ranking applications for these revenues, requires the Department of Housing and Community Development to award a substantial preference to both of the following: (a) applications for projects that are located in a city or county that has adopted a general plan that would reduce the amount of vehicle miles traveled by at least 10 percent, and the project is consistent with the plan; and (b) applications for projects that are located in a region covered by a council of governments that has adopted a transportation plan, a regional blueprint or similar document that would reduce the amount of vehicle miles traveled by at least 10 percent, and the project is consistent with the plan, blueprint or similar document.	4/23/07	Assembly Housing and Community Development Committee	
AB 867 (Davis) Traffic Analysis Zones	In developing its regional transportation plan (RTP), requires a metropolitan planning organization (MPO) or regional transportation planning agency serving an area with a population in excess of 300,000 to factor the mobility of low-income and minority residents into its computer analysis of traffic analysis zones (TAZs) used to estimate travel behavior and traffic generation as part of its transportation demand model.	7/10/07	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 872 (Davis) CEQA Exemption: Urban Infill Affordable Housing	Exempts an urban infill affordable housing development project of less than 300 units from the California Environmental Quality Act (CEQA) if the project complies with all applicable local land-use and zoning ordinances and regulations.	3/29/07	Assembly Natural Resources Committee	
AB 878 (Davis) Vehicle Theft Crimes	Allows a local agency to impose a vehicle registration surcharge of \$1 or \$2 on non-commercial vehicles to fund local programs relating to vehicle theft crimes.	8/31/07	Vetoed by the Governor	
AB 887 (De La Torre) Eminent Domain: Redevelopment Agencies	Beginning January 1, 2008, requires a redevelopment agency to comply with certain notification procedures prior to adopting a resolution of necessity for the purpose of acquiring property through eminent domain. Requires a redevelopment agency to provide certain relocation assistance to small businesses that are displaced by redevelopment and that do not participate in the redevelopment project.	7/18/07	Senate Floor	
AB 899 (Parra) Public-Private Partnerships: Transportation Facilities	Amends existing law to extend the amount of time that Caltrans and regional transportation agencies have to enter into comprehensive lease agreements for public-private partnerships to implement a total of four goods movement transportation projects around the state from January 1, 2012, to January 1, 2014.	4/10/07	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 901 (Nunez) Proposition 1B: Transit Capital	Specifies the process for allocating Proposition 1B transportation infrastructure bond revenues for public transit capital improvements under the Public Transportation Modernization, Improvement and Service Enhancement Account. No later than July 1 of each year, requires each project sponsor to provide information to Caltrans regarding the eligible projects it intends to undertake in a given fiscal year from the funds available from the Public Transportation Modernization, Improvement and Service Enhancement Account. By September 30 of each year, requires Caltrans to annually compile a list of eligible projects for each fiscal year, and to provide the Department of Finance and the Budget Committees of the Assembly and Senate with information describing: (a) the total amount of verified project funding that can reasonably be expected to be expended in the budget year; and (b) the amount of each individual project sponsor's share of total available funds for that year needed in the budget year. Upon the review and verification by Caltrans of all projects, requires the department, on a quarterly basis, to provide the Controller's Office with instructions describing the total amount verified and the amount of each project sponsor's total amount of funds to be allocated. Requires the Controller's Office, on a quarterly basis, to accordingly allocate the funds to each project sponsor. In its Annual Report to the Legislature, requires the California Transportation Commission (CTC) to provide a summary of state activities related to the administration of the Public Transportation Modernization, Improvement and Service Enhancement Account. At a minimum, requires the summary, based on information submitted by each project sponsor, to include: (a) a description and the location of the projects contained in the program for that year; (b) the amount of funds allocated to each project; (c) the status of each project; and (d) a description of the mobility, congestion reduction, air quality, or other benefits or improvements that the program is achieving.	7/5/07	Senate Appropriations Committee	
AB 945 (Carter) Transportation Needs Assessment	Every five years, requires the California Transportation Commission (CTC) to develop an assessment of: (a) the unfunded costs of programmed state and federally earmarked transportation projects in California; and (b) available funding for transportation purposes and unmet transportation needs on a statewide basis. Requires the assessment to include recommendations on how the state and local transportation agencies may address the transportation funding shortfalls and unmet needs that are identified.	9/6/07	Vetoed by the Governor	Support
AB 957 (Spitzer) Caltrans: Real Property Records	By July 1 of each year, requires Caltrans to furnish to the Department of General Services an updated record of each parcel of real property that it possess, except for existing highways.	4/9/07	Signed into Law: Chapter #59	
AB 981 (Ma) Abatement of Abandoned Vehicles	Prohibits the Department of Motor Vehicles from renewing the registration of an abandoned vehicle for which there are outstanding costs.	9/4/07	Senate Rules Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 992 (Brownley) Proposition 1B: Stormwater Containment	Requires the appropriate regional water quality control board to review plans to construct a new road or repair any portion of an existing road that proposes to use Proposition 1B transportation infrastructure bond revenues. Specifies that any agency that allocates Proposition 1B bond revenues for the construction of a new road or the repair of a portion of an existing road must develop guidelines that require the issuance of a clean water certificate by the appropriate regional water quality control board prior to the allocation of funding. Requires the appropriate regional water quality control board to issue a clean water certificate to a project sponsor proposing to construct a new road or repair any portion of an existing road if the project proposes to install post-construction onsite controls that prevent the flow of stormwater into local water bodies from the surface of the new or repaired road to the maximum extent feasible.	4/10/07	Assembly Transportation Committee	
AB 995 (Nava) Proposition 1B: Trade Corridors	Specifies that projects eligible for funding from the \$2 billion in Proposition 1B transportation infrastructure bond revenues deposited into the Trade Corridors Improvement Fund shall receive funding priority if the project accomplishes all of the following in the trade corridor where the project is located: (a) enhances system efficiency and predictability; (b) significantly improves regional mobility and safety, especially in heavily congested areas; and (c) significantly reduces diesel particulate emissions and oxides of nitrogen, particularly in communities disproportionately impacted by goods movement.	8/20/07	Senate Floor	
AB 997 (Arambula) Proposition 1C: Regional Planning, Housing and Infill Incentive Account	Requires the Department of Housing and Community Development to administer Proposition 1C housing bond revenues deposited in the Regional Planning, Housing and Infill Incentive Account. Upon appropriation, requires the revenues in the account to be made available to fund grants to cities, counties, redevelopment agencies, incorporated mutual water companies, special districts, and non-profit organizations for capital outlay projects that will serve development on land that meets the definition of "infill site." Until December 31, 2012, provides that \$150 million of the revenues in the account would be made available exclusively to cities with a population of 30,000 or less. Requires the Department of Housing and Community Development to give preference in awarding grants from the account based on whether the proposed capital outlay project meets any of the following criteria: (a) the project is to be constructed in a community whose current growth patterns threaten to remove existing agricultural land from production; (b) the project will serve one or more infill housing developments whose expected population density is at least four times the current population density of the city in which the development is located; (c) the project will not significantly serve development that is not infill development; (d) the project will serve infill housing that is within one mile of an existing urban or community center with amenities that may include significant historic and cultural resources, community recreational facilities, government services, shopping, transit nodes, or major employment centers; or (e) the project is to be constructed in a community with high levels of poverty or unemployment, or both.	As Introduced	Assembly Housing and Community Development Committee	
AB 1003 (Jeffries) Caltrans: Engineering and Consulting Services	Authorizes transportation agencies and cities within counties that have in place a voter-approved transportation sales tax program to contract with Caltrans for dedicated engineering and consulting services for the purpose of expediting environmental and design approvals on projects within their respective jurisdictions.	4/9/07	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1037 (Feuer) Transit-Oriented Development: Zoning Variances	Authorizes a city or county that has one or more transit-oriented developments within its jurisdiction to adopt an ordinance or resolution granting certain enhancements for those developments relating to maximum height of buildings and structures, maximum residential density, maximum floor area ratio, and minimum parking requirements. Authorizes a development project that includes housing offered at an affordable cost to transfer all or any portion of the maximum floor area ratio for that housing to a transit-oriented development under certain circumstances.	4/10/07	Assembly Housing and Community Development Committee	
AB 1055 (Blakeslee) Environmental Mitigation: State Route 99	Authorizes Caltrans to communicate, coordinate and consult with the relevant federal, state and local government agencies to consider and implement environmental mitigation requirements on a regional basis for projects covered by the State Route 99 master environmental impact report.	7/17/07	Signed into Law: Chapter #503	
AB 1077 (Lieber) Plug-In Hybrid Electric Vehicles	Enacts the California Plug-In Hybrid Electric Vehicle Leadership Act of 2007. Establishes the California Plug-In Hybrid Electric Vehicle Coordinating Council to: (a) identify existing and potential barriers to the successful development and commercialization of plug-in hybrid electric vehicles; (b) facilitate the research, development and demonstration of plug-in hybrid electric vehicle technologies; (c) assess factors that will affect consumer demand for plug-in hybrid electric vehicles; (d) examine regulations, incentives and programs to facilitate the market introduction of plug-in hybrid electric vehicles; (e) facilitate interstate coordination for the development and commercialization of plug-in hybrid electric vehicles; (g) consider and recommend, as appropriate, research programs, demonstration programs and incentives to encourage the fueling of plug-in hybrid electric vehicles through sustainable and renewable energy sources, including distributed solar generation and wind power; and (h) by October 1, 2008, identify the percentage or number of plug-in hybrid electric vehicles that could reasonably be added to the state vehicle fleet in the future. By January 1, 2009, requires the California Air Resources Board (CARB) to develop certification testing protocols for emissions, including both criteria pollutants and greenhouse gases, for the different types of plug-in hybrid electric vehicles.	8/1/07	Senate Appropriations Committee	Support
AB 1091 (Bass) Proposition 1C: Transit-Oriented Development Implementation Program	Requires developments receiving Proposition 1C bond revenues under the Transit-Oriented Development Implementation Program to be on parcels at least a portion of which are located within one-half mile of a transit station via a readily walkable route.	9/7/07	Vetoed by the Governor	
AB 1096 (DeVore) CEQA Exemption: Housing Projects	By January 1, 2009, requires the Office of Planning and Research to submit a report to the Legislature regarding the conditions in development of affordable housing projects affecting the use of existing statutory exemptions pursuant to the California Environmental Quality Act (CEQA).	4/26/07	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1107 (Arambula) Goods Movement: Small Businesses and Microenterprises	By January 1, 2009, requires the California Small Business Board within the Business, Transportation and Housing Agency to submit a report to the Governor and Legislature that includes the following: (a) the characteristics of goods movement practices and the priority needs of small businesses and microenterprises; (b) the ways in which small businesses and microenterprises participate in the goods movement logistics industry; (c) the ways and extent to which California's goods movement industry currently accommodates the needs of small businesses and microenterprises; (d) the extent to which the proposals in the state's Goods Movement Action Plan would assist and benefit small businesses and microenterprises; (e) recommendations for additional measures that could be incorporated into the Goods Movement Action Plan to improve the competitive position and vitality of small businesses and microenterprises; and (f) recommendations on how state economic development programs could promote the participation of small businesses and microenterprises in goods movement activities. Requires updates to the California Transportation Plan to take into account the findings and recommendations of this report.	8/28/07	Senate Floor	
AB 1119 (Fuller) Carl Moyer Memorial Air Quality Standards Attainment Program	In developing eligibility criteria for emission control devices that may be funded under emission reduction grant programs, requires the California Air Resources Board (CARB) to take all reasonable steps to consider the number of manufacturers capable of providing verified devices in order to ensure adequate competition among manufacturers and lower prices for these devices.	7/3/07	Senate Environmental Quality Committee	
AB 1161 (Tran) Caltrans: Eminent Domain	When using eminent domain, requires Caltrans to designate the particular project for which the property is being acquired. Specifies that from the date of taking possession, Caltrans has seven years to use the property for the project. Allows Caltrans to obtain a five-year extension prior to the expiration of the seven-year period, subject to the approval of the California Transportation Commission (CTC). Upon the expiration of the initial seven-year period or the five-year extension, if granted by the CTC, requires Caltrans to offer the property for sale. Requires Caltrans to first offer to sell the property to the previous owner from whom the property was acquired or, if deceased, to his or her descendants, if known. Allows the previous owner or the descendants, as the case may be, to have the right of first refusal in that regard. Requires the property to be offered for sale to the original owner or descendants, as the case may be, at the original purchase price when the property was acquired by Caltrans or the current market price, whichever is less. If the property is not sold under the right of first refusal within one year of being offered for sale, requires the property to be disposed of pursuant to current law.	5/1/07	Assembly Appropriations Committee	
AB 1162 (Tran) Caltrans: State Highway Property Management	Authorizes Caltrans to enter into personal services contracts for long-term property management activities related to real property over which a right-of-way for state highway purposes has been or is to be acquired.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1190 (Horton) High Carbon Fuel Tax	Creates three new designations of fuel based on the amount of carbon dioxide released per mile traveled of gasoline. Defines Category 1 fuel as that which releases 33 percent or less of the grams of carbon dioxide per mile traveled of gasoline, as defined by the low carbon fuel standard to be established and adopted by the California Air Resources Board (CARB). Exempts Category 1 fuel from the state excise tax. Defines Category 2 fuel as that which releases between 33 to 66 percent of the grams of carbon dioxide per mile traveled of gasoline. Decreases the state excise tax for Category 2 fuel from 18 cents to 9 cents per gallon. Defines Category 3 fuel as any fuel that does not fall under Categories 1 or 2. Establishes a state excise tax of 27 cents per gallon for Category 3 fuel.	As Introduced	Assembly Revenue and Taxation Committee	
AB 1202 (Richardson) Proposition 1B: Port Security	Requires Proposition 1B transportation infrastructure bond revenues dedicated for port, harbor and ferry terminal security to be appropriated over a phased two-year period commencing with the FY 2008 Budget Act. Requires these funds to be administered by the Office of Homeland Security under the supervision of the Office of Emergency Services. Requires the Office of Homeland Security to develop and issue guidelines for the grant funding process, including applications, reporting, project modification parameters, and timelines for project phases. Requires projects approved by the Office of Homeland Security for funding to be submitted to the Budget Committees in the Senate and Assembly for consideration and appropriation in the annual Budget Act. Requires projects receiving grant awards to be completed within 36 months of the initial allocation of funds. Requires the criteria for grant funding to be based on the project's ability to address the implementation of the state's overall port security plan and each individual port's security plan. Also requires the criteria to include a risk analysis that assesses risk vulnerability, risk consequences, and potential risk averted through the receipt of a grant award.	5/2/07	Assembly Appropriations Committee	
AB 1209 (Karnette) Proposition 1B: Goods Movement Air Quality Projects	Requires the California Air Resources Board (CARB) to develop guidelines for allocating the \$1 billion in Proposition 1B transportation infrastructure bond revenues dedicated for goods movement air quality improvement projects. Upon appropriation by the Legislature, requires CARB to allocate these revenues on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to the movement of freight along California's trade corridors. Requires applications for funding to include a plan to reduce emissions associated with freight movement. Requires projects to result in emission reductions not otherwise required by law or regulation in effect at the time CARB issues a notice of funding availability. In evaluating projects or measures, requires CARB to consider all of the following: (a) reduction in public health risks achieved by the project or measure; (b) cost effectiveness and technological feasibility of the project or measure; (c) long-term benefits of the project or measure; and (d) the availability of matching funds. Requires CARB to report annually to the appropriate policy and fiscal committees of the Legislature on the status of the projects and measures funded with these Proposition 1B revenues.	7/18/07	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1221 (Ma) Transit Village Developments: Tax Increment Financing	<p>Allows a city or county that prepares a transit village plan to engage in property tax increment financing to fulfill the goals of the plan if the city or county is a party to a written agreement setting forth how the proceeds would be used that includes every governmental entity that may receive property taxes within the transit village district and at least one governmental entity that owns and operates a transit station in the district. Increases the area that may be included in a transit village plan from one-quarter mile to one-half mile from the exterior boundary of the parcel on which a transit station is located. When housing is a component of a bond financing plan, requires a transit village plan to contain a provision stating that at least 20 percent of all gross revenues derived from the application of tax increment financing must be used to increase, improve and preserve affordable housing units within the transit village district. Requires any transit village plan adopted by a city or county to provide for the relocation and replacement of any dwelling units used for housing by persons and families of low or moderate incomes when that housing is destroyed or removed from the housing market as part of the plan.</p>	6/20/07	Senate Local Government Committee	
AB 1228 (Solorio) High-Speed Rail: Anaheim Terminus	<p>Provides that the Anaheim Regional Transportation Intermodal Center is to be the southern terminus of the initial segment of California's proposed high-speed rail system. Provides that no general obligation bond revenues may be used for the actual construction of the Anaheim-Irvine segment of the system. Limits the use of general obligation bond revenues for this segment to eligible planning, environmental and engineering costs.</p>	As Introduced	Assembly Appropriations Committee	
AB 1231 (Garcia) Proposition 1C: Regional Planning, Housing and Infill Incentive Account	<p>Requires the Department of Housing and Community Development to use Proposition 1C housing bond revenues allocated from the Regional Planning, Housing and Infill Incentive Account to make infrastructure grants for construction or acquisition of capital assets to qualifying cities and counties. Requires the grants to be used for infrastructure that is directly related to, and integral to facilitating the development of, identified infill housing projects. In order to be eligible for funding, requires projects to conform to all of the following: (a) be consistent with the adopted General Plan of the applicant city or county; (b) be located in a city or county that has met or exceeded housing production thresholds established by the Department of Housing and Community Development; (c) be included in, and be consistent with, the zoning or specific plan, and any other additional plans applicable to the subject area or site; (d) the notice of determination pursuant to the California Environmental Quality Act (CEQA) has been completed and the statutory period for challenges has expired; and (e) be an integral part of infrastructure needs that are required to allow an infill housing project to proceed to completion in a timely manner. In reviewing and rating project applications, requires the Department of Housing and Community Development to consider the following factors: (a) the number of housing units to be created; (b) the depth and duration of the affordability of the housing; (c) the creation of housing in job-rich areas; (d) the proximity of housing to access to mass transit, parks, social services, and other amenities; and (e) the project applicant's previous performance in meeting its regional housing need allocation. To the extent feasible, requires the project selection process to ensure a reasonable geographic distribution of funds.</p>	As Introduced	Assembly Housing and Community Development Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1240 (Benoit) Design-Build Contracting: Riverside County Transportation Commission	Until January 1, 2011, allows the Riverside County Transportation Commission to enter into design-build contracts for the purpose of constructing commuter rail lines.	As Introduced	Assembly Transportation Committee	
AB 1295 (Spitzer) Riverside County: Toll Roads	Authorizes the Riverside County Transportation Commission (RCTC) to develop toll facilities within the I-15 and Highway 91 transportation corridors in Riverside County.	5/1/07	Assembly Appropriations Committee	
AB 1306 (Huff) "Spillover" Revenues	Reduces the portion of gasoline sales tax revenues that are deposited into the Public Transportation Account by eliminating what is commonly known as the "spillover" formula. Instead, allocates "spillover" gasoline sales tax revenues according to Proposition 42.	As Introduced	Assembly Transportation Committee	
AB 1322 (Duvall) Caltrans: Eminent Domain	For any property that Caltrans is acquiring through eminent domain, requires the department, in a timely manner, to provide a copy of all appraisals that it performed or obtained for the property to the property owner. Provides that if any appraisals that are performed or paid for by Caltrans are first provided to the property owner, a copy of those appraisals must be provided by the appraiser to the department.	7/17/07	Signed into Law: Chapter #411	
AB 1337 (Nava) State Highway System: Construction Inspection Functions	Requires employees of Caltrans to perform all of the construction inspection functions for all projects on the state highway system. Specifies that construction inspection functions shall include construction engineering; contract administration; quality control inspection; construction surveying; materials sampling and testing; and resident engineer and assistant resident engineer functions.	4/11/07	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1350 (Nunez) Proposition 1B: Transit Security	<p>Requires Proposition 1B transportation infrastructure bond revenues deposited into the Transit System Safety, Security and Disaster Response Account to be allocated for expenditure for eligible projects as follows: (a) 75 percent of the revenues allocated to transit operators located in counties with a population in excess of 250,000 according to the State Transit Assistance Program (STA) formula; and (b) 25 percent of the revenues allocated to transit operators located in counties with a population that is less than 250,000 according to the STA formula. Specifies that projects eligible to receive funding from the Transit System Safety, Security and Disaster Response Account could be either of the following: (a) a capital project that provides increased protection against a security or safety threat; or (b) capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment during the aftermath of a disaster impairing the mobility of goods, people and equipment. Requires the state Office of Emergency Services to develop guidelines, matching fund requirements, project selection criteria, and the application process for funding available under the Transit System Safety, Security and Disaster Response Account. At a minimum, requires these guidelines to consider: (a) baseline security; (b) risk analysis that assesses risk vulnerability; (c) risk consequences; (d) crisis management capability; and (e) potential risk averted from the funding of the eligible project. Requires a project funded with revenues from the Transit System Safety, Security and Disaster Response Account to be part of an applicant's comprehensive safety and security plan. Requires an applicant receiving funding from the Transit System Safety, Security and Disaster Response Account to liquidate the money within three fiscal years following the fiscal year in which the funds are allocated. Requires funds remaining unliquidated thereafter to revert to the Office of Emergency Services for reallocation to other eligible projects at its discretion. Defines the process for distributing revenues from the Transit System Safety, Security and Disaster Response Account as follows: (a) no later than July 1 of each year, requires each applicant eligible to receive funding to provide information to the Office of Emergency Services regarding the eligible projects it intends to undertake during the following fiscal year; (b) requires the Office of Emergency Services to annually compile a list of approved projects for the following fiscal year; (c) by September 30 of each year, requires the Office of Emergency Services to provide the Department of Finance, and the Assembly and Senate Budget Committees with information describing the total amount of verified project funding that can reasonably be expected to be expended during the upcoming fiscal year and the amount of each applicant's individual share of those funds; and (d) after funds are appropriated by the Legislature, requires the Office of Emergency Services, on a quarterly basis, to provide the Controller's Office with instructions to distribute the money based on the total amount available for allocation and each applicant's share of those funds.</p>	6/1/07	Senate Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1351 (Levine) Proposition 1B: State-Local Partnership Program	<p>Creates the State-Local Partnership Program. Declares the intent of the Legislature to appropriate \$200 million in Proposition 1B transportation infrastructure bond revenues per year beginning with FY 2011 to implement the program. Requires a project to meet all of the following conditions in order to be eligible to receive an allocation of Proposition 1B bond funding under the State-Local Partnership Program: (a) the project must be sponsored by a local public entity that is authorized to impose a local transportation sales tax and has the responsibility for constructing highways or fixed guideways; (b) by December 1, 2008, the project sponsor has committed or is capable of committing the local share from revenues derived from a locally imposed transportation sales tax to complete the project; (c) the project has a minimum cost of \$25 million; and (d) the project sponsor has completed or is capable of completing all project development work so that construction contracts for the project can be awarded no later than an unspecified date of the fiscal year following the year in which the funds are allocated. Limits State-Local Partnership Program funding to state highway and exclusive public mass transit guideway improvement projects. Requires each dollar of Proposition 1B funding under the State-Local Partnership Program to be matched with one dollar of local money. In its Annual Report to the Legislature, requires the California Transportation Commission (CTC) to include a summary of its activities related to its administration of the State-Local Partnership Program. At a minimum, requires this summary to include the following: (a) a description and location of the projects contained in the program; (b) the amount of funds allocated to each project; (c) the status of each project; and (d) a description of the mobility improvements that each project is achieving.</p>	7/12/07	Senate Appropriations Committee	
AB 1358 (Leno) General Plans: Circulation Element	<p>Enacts the California Complete Streets Act of 2007. By January 1, 2009, requires the Office of Planning and Research to prepare or amend guidelines for cities and counties to accommodate the safe and convenient travel of users of streets, roads and highways in a manner that is suitable to the rural, suburban or urban context of their General Plans. In developing these guidelines, requires the Office of Planning and Research to consider how appropriate accommodation varies depending on a local government's transportation and land-use context, including urban, suburban or rural environments. Beginning January 1, 2010, requires the legislative body of a city or county, upon any revision of the circulation element of its General Plan, to modify the circulation element to accommodate the safe and convenient travel of users of streets, roads and highways in a manner that is suitable for the rural, suburban or urban context of its General Plan. Defines "users of streets, roads and highways" to mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.</p>	7/18/07	Senate Floor	
AB 1373 (Emmerson) Design-Build Contracting: SANBAG	<p>Authorizes the San Bernardino Associated Governments (SANBAG) to use design-build contracting for the construction of improvements to the highways that provide access to health facilities offering emergency services in San Bernardino County.</p>	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1396 (Laird) California Coastal Trail	On a quarterly basis, requires Caltrans to notify the State Coastal Conservancy, the Department of Parks and Recreation, the Wildlife Conservation Board, and the Department of Fish and Game of excess property. Requires those regional transportation planning agencies (RTPAs) whose jurisdiction includes a portion of the California Coastal Trail or property designated for the trail to: (a) coordinate with the State Coastal Conservancy, the California Coastal Commission and Caltrans regarding the development of the California Coastal Trail; and (b) include provisions for the trail in their regional transportation plans (RTPs).	7/2/07	Signed into Law: Chapter #375	
AB 1440 (Wolk) Hybrid Trucks	Upon appropriation by the Legislature, requires the California Air Resources Board (CARB) to expend \$15 million to provide grants to medium-duty and heavy-duty truck manufacturers and operators to demonstrate the in-use commercial performance of hydraulic assist and hybrid electric propulsion systems in their vehicles. Provides that no grant awarded by CARB may exceed \$80,000 per demonstration truck.	3/28/07	Assembly Appropriations Committee	
AB 1476 (Hayashi) State Computer Emergency Data Exchange Program	By May 1, 2008, requires the state Office of Emergency Services to prepare and submit to the Legislature a report that includes the following: (a) the immediate development and implementation of an action plan to assist state and local agencies in sharing time-critical event information to achieve effective disaster response coordination and communication among first responders; and (b) a plan for the organization and implementation of a State Computer Emergency Data Exchange Program.	As Introduced	Assembly Governmental Organization Committee	
AB 1492 (Laird) Yield to Buses	Allows the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority (VTA) to operate the yield-to-buses signs already installed on their buses to encourage motorists within their service areas to yield to a public transit bus that is attempting to pull back into traffic after having stopped to take on and let off passengers.	8/31/07	Signed into Law: Chapter #451	Co-Sponsor
AB 1499 (Garrick) Design-Building Contracting: Caltrans	Authorizes Caltrans to use design-build contracting for state highway projects.	As Introduced	Assembly Transportation Committee	
AB 1531 (DeSaulnier) Disabled Parking	Increases the maximum consecutive number of times that a person could renew a temporary disability placard from three to six. Requires offstreet parking and parking facilities under the jurisdiction of a state or local agency to indicate on the signs designating a parking space as reserved for a disabled person or disabled veteran the minimum amount of the fine for parking or leaving a vehicle in that space without displaying the required special license plate, placard or temporary placard. Increases the fines for parking or leaving a vehicle in a space reserved for a disabled person or disabled veteran in an offstreet parking facility without displaying the required special license plate, placard or temporary placard.	9/7/07	Signed into Law: Chapter #413	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1543 (Leno) Treasure Island Transportation Management	Enacts the Treasure Island Transportation Management Act. Authorizes the San Francisco Board of Supervisors to designate an entity to act as the transportation management agency for Treasure Island. Pursuant to the terms of a resolution adopted by the Board of Supervisors, authorizes the transportation management agency for Treasure Island to: (a) adopt and administer a transportation program for Treasure Island; (b) recommend to the Board of Supervisors a fee structure for the imposition of automobile congestion pricing fees; on-street and off-street parking fees and other revenues; and transit pass fees applicable to residents and other users of Treasure Island in the amount deemed necessary and proper by the agency to implement the transportation program; (c) administer automobile congestion pricing, and on-street and off-street parking fees and other revenues on Treasure Island; and (d) administer a transit pass fee structure applicable to residents and other users of the island. Requires the transportation program to ensure that public access to waterfront, recreational and open-space areas on Treasure Island is sufficient to support public trust activities. Provides that the Board of Supervisors shall have the sole and exclusive authority to adopt and amend automobile congestion pricing fees, on-street and off-street parking fees, and transit pass fees on Treasure Island after due consideration of the recommendations of the transportation management agency and the Treasure Island Development Authority.	9/5/07	Vetoed by the Governor	
AB 1566 (Niello) Rest Areas	Requires Caltrans and the California Transportation Commission (CTC) to identify and prioritize one or more candidate projects for a rest area planned as a joint economic development demonstration project through the process for developing the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). Requires highway improvement projects located in the vicinity of a high-priority rest area planned as a joint economic development demonstration project to be planned and designed by Caltrans to facilitate rest area development. Specifies that rest area joint economic development demonstration projects should consider and incorporate, where possible, alternative fuel service, recharge facilities for electric vehicles and emission reduction facilities for commercial trucks, as well as encourage the employment of persons with disabilities and opportunities for blind entrepreneurs.	As Introduced	Assembly Transportation Committee	
AB 1590 (Leno) Local Vehicle Assessment: San Francisco	Authorizes the San Francisco Board of Supervisors to impose a voter-approved local vehicle assessment at a rate not to exceed 2 percent of the market value of each motor vehicle or trailer coach registered in San Francisco for general revenue purposes if: (a) the board approves an ordinance to that effect by a two-thirds vote; and (b) the assessment is approved by a majority vote of the electorate.	6/1/07	Senate Revenue and Taxation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1595 (Lieber) Emergency Services and Homeland Security	Requires the Office of Homeland Security to do all of the following: (a) ensure that emergency preparedness exercises sufficiently test the response capabilities of California's medical and health systems; (b) identify steps that can be taken to increase the pace of allocation of federal homeland security grants by local agencies; (c) reduce the amount of time necessary to reimburse local entities for their homeland security expenditures; and (d) ensure that the organizational structure for emergency preparedness is streamlined and well-defined. Creates the Terrorism Prevention and Civil Liberties Protection Oversight Committee within the Department of Justice to advise and assist the state in developing and implementing policies and procedures that achieve the following two purposes: (a) preventing terrorist attacks; and (b) protecting the civil liberties and human rights guaranteed in the state and federal constitutions, and in state and federal laws. To advance these two purposes, requires the committee to oversee the terrorism threat assessment and terrorism-related law enforcement activities of state agencies.	4/18/07	Assembly Appropriations Committee	
AB 1602 (Nunez) Sustainable Communities and Urban Greening Grant Program	Establishes the Sustainable Communities and Urban Greening Grant Program within the Resources Agency to be funded with revenues from the Safe Drinking Water, Water Quality and Supply, Flood Control, River, and Coastal Protection Bond Act of 2006, as appropriated by the Legislature. Requires the Resources Agency to administer this program, and to award grants to local public agencies and non-profit organizations for the purpose of improving the sustainability and livability of communities through the development of green infrastructure that provides multiple benefits. Specifies that eligible projects for grant funding under this program shall include all of the following: (a) the development of sustainable community and urban greening plans by local public agencies; (b) improvements to existing and planned public infrastructure projects to provide environmental and community benefits, including improved air and water quality; energy conservation; and community access to parklands and green space through the use of landscaping, tree planting, permeable surfaces, and environmental design; and (c) the development of joint-use projects between two or more public agencies.	As Introduced	Senate Environmental Quality Committee	
AB 1637 (DeSaulnier) Public Transit: Subsidies for Low-Income Riders	Enacts the Public Transportation Affordability Act of 2007. Authorizes public transit operators to use Transportation Development Act (TDA) and State Transit Assistance Program (STA) funds specifically to provide discount fares for qualifying low-income riders. Authorizes public transit operators to file claims for TDA funds for special transit services for low-income persons, such as shuttles.	As Introduced	Assembly Transportation Committee	
AB 1672 (Nunez) California Transportation Commission	Not less than 30 days prior to adopting changes to any guidelines for the expenditure of any Proposition 1B transportation infrastructure bond revenues, requires the California Transportation Commission (CTC) to provide written notification to the chairs of the appropriate policy and budget committees of the Legislature. Expands the CTC from 11 to 13 members. In terms of the two additional members, requires one to be appointed by the speaker of the Assembly and one by the Senate Rules Committee, with both being voting members of the commission. Specifies that the appointments to the CTC made by the Assembly speaker and the Senate Rules Committee would not be subject to Senate confirmation. Also provides that these two members would serve on the CTC for four-year terms and until their successors are appointed.	9/5/07	Signed into Law: Chapter #717	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1675 (Nunez) Transit-Oriented Development Implementation Program	Makes a technical, non-substantive change to existing law pertaining to the Transit-Oriented Development Implementation Program.	As Introduced	Assembly Desk	
AB 1684 (Emmerson) Routine Video Monitoring	Requires videotapes or recordings made by security systems operated as part of a public transit system to be retained for 210 days, unless one of the following conditions applies: (a) the videotapes or recordings are evidence in any claim filed or any pending litigation, in which case they must be preserved until the claim or pending litigation is resolved; (b) the videotapes or recordings recorded an event that was or is the subject of an incident report, in which case they must be preserved until the incident is resolved; or (c) the transit agency utilizes a security system that was purchased or installed prior to January 1, 2004, or that meets certain other requirements, in which case the videotapes or recordings must be preserved for as long as the installed technology allows or 210 days, whichever is shorter. When installing new security systems, requires a transit agency to only purchase and install equipment capable of storing recorded images for at least 210 days, unless all of the following conditions apply: (a) the transit agency has made a diligent effort to identify a security system that is capable of storing recorded data for 210 days; (b) the transit agency determines that the technology to store recorded data in an economically and technologically feasible manner for 210 days is not available; and (c) the transit agency purchases and installs the best available technology with respect to storage capacity that is both economically and technologically feasible at that time.	6/28/07	Senate Local Government Committee	
AB 1695 (Bass) Small Businesses: Surety Bond Guarantees	Creates the Surety Bond Guarantee Account within the California Small Business Expansion Fund to provide surety bond guarantees for small businesses that contract to provide services for a state or federally financed transportation project. Transfers \$40 million from the State Highway Account to the Surety Bond Guarantee Account as a loan. Requires unobligated funds remaining in the Surety Bond Guarantee Account as of February 1, 2013, to be transferred back to the State Highway Account. Requires the transfer of the remaining funds back to the State Highway Account as the guarantees terminate. Sunsets the provisions of the bill on January 1, 2014.	4/30/07	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
ACA 2 (Walters) Eminent Domain	<p>Calls for placing before the voters an amendment to the California Constitution that would limit the ability of governmental entities to acquire private property through eminent domain. Specifically, prohibits the taking or damaging of private property through eminent domain for economic development, increasing tax revenues or private use without the express written consent of the owner. Provides that the owner's acceptance of money deposited in court as the probable amount of just compensation does not prejudice the owner's right to challenge the amount of compensation or to challenge the taking as being for a private use. Allows private property to be acquired through eminent domain to eliminate a specific, recurring and ongoing threat to public safety, provided that these conditions exist on each parcel to be taken. Specifies that the provisions of this constitutional amendment do not restrict either legislative or administrative powers to take or damage private property through eminent domain under a declared state of emergency or to abate nuisances. Specifies that when property acquired through eminent domain ceases to be used for the public use stated at the time of the taking or fails to be put to that use within 10 years following the date of that taking, the former owner and heirs shall have the right to acquire the property at fair market value at the time of the reconveyance.</p>	7/5/07	Assembly Judiciary Committee	
ACA 8 (De La Torre) Eminent Domain	<p>Calls for placing before the voters an amendment to the California Constitution that modifies the ability of governmental entities to acquire private property through eminent domain. Specifically, requires the public use for which the private property is taken to be stated in writing prior to the commencement of eminent domain proceedings. Prohibits the state and local governments from acquiring through eminent domain the following types of property for the purpose of conveying that property to a private person: (a) an owner-occupied residence or real property on which a small business is operated; (b) real property that is used exclusively by the owner for religious worship and is exempt from property taxes; or (c) real property in agricultural use. Provides the following exceptions to this prohibition: (a) if the stated public use is a public work or improvement; or (b) when the state or a local government exercises the power of eminent domain for the purpose of protecting public health and safety; preventing serious, repeated criminal activity; responding to an emergency; or remedying environmental contamination that poses a threat to public health and safety. Provides that if the property ceases to be used for the stated public use, the former owner would have the right to reacquire the property. Provides procedures for reacquisition of the property and for the assessment of the value of the reacquired property.</p>	9/6/07	Assembly Floor	
ACR 25 (Lieber) Norman Y. Mineta Highway	<p>Designates State Route 85 in Santa Clara County, except for the segment between Prospect Road and Quito Road, as the "Norman Y. Mineta Highway." Requests Caltrans to determine the cost of erecting the appropriate signs showing this special designation. Upon receipt of donations from non-state sources covering the cost, requests Caltrans to erect the designation signs.</p>	4/23/07	Enacted by the Legislature: Chapter #66	
AJR 14 (Jeffries) Customs Duties and Importation Revenues	<p>Memorializes the President and Congress to enact legislation that would ensure that a substantial increment of new revenues derived from customs duties and importation fees be dedicated to mitigating the economic, mobility, security, and environmental impacts of trade in California and other trade-affected states across the country.</p>	As Introduced	Enacted by the Legislature: Chapter #73	

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 9 (Lowenthal) Proposition 1B: Trade Corridors</p>	<p>Targets all but \$50 million of the \$2 billion in Proposition 1B transportation infrastructure bond revenues deposited into the Trade Corridors Improvement Fund for projects in the following four primary trade corridors: (1) the corridor commencing at the Port of Oakland and extending through Donner Pass to the California-Nevada state line; (2) the corridor commencing at the Port of Oakland and extending to the San Joaquin Valley; (3) the corridor commencing at the Ports of Los Angeles and Long Beach, and extending through Los Angeles, Orange, San Bernardino, and Riverside Counties to the California-Nevada state line; and (4) the corridor commencing at the Port of San Diego and the land ports of entry at the California-Mexico border, and extending to the Orange County and Riverside County lines. Requires the California Transportation Commission (CTC) to select eligible projects for Proposition 1B trade corridors funding in a manner that achieves the following objectives: (a) improves the mobility of international, containerized freight through the state’s seaports and land ports of entry, and along the state’s primary trade corridors; (b) reduces the public health risk due to emissions associated with goods movement; (c) ensures that the distribution of mobility and air quality benefits achieved with Proposition 1B trade corridors money reflects the impacts of goods movement in each of the four primary trade corridors; and (d) ensures that funds invested in infrastructure improvements with Proposition 1B trade corridors money yield mobility and emissions benefits that are long term in nature. Requires the CTC to allocate Proposition 1B trade corridors money to eligible projects that have identified and committed supplemental funding from local, state, federal, and private sources, including fees charged for the movement of containerized cargo. Except for border access improvements with committed federal funding and grade separation projects, requires projects receiving Proposition 1B trade corridors money to have supplemental funding that is at least equal to the contribution from Proposition 1B. To be eligible for Proposition 1B trade corridors money, requires an eligible project to be included in a corridor plan that articulates infrastructure improvements for the corridor. Requires projects receiving Proposition 1B trade corridors money to be fully funded and ready for construction by June 30, 2013. Requires \$50 million in Proposition 1B trade corridors money to be made available for projects located in areas outside of the four primary trade corridors. Requires agencies applying for Proposition 1B trade corridors funding to submit with their proposals a plan to mitigate the emissions associated with the construction and operation of the project. Limits the use of Proposition 1B trade corridors money to construction costs. By April 1, 2008, requires the CTC to adopt guidelines and criteria for the allocation of Proposition 1B trade corridors money. Requires these guidelines to include the following: (a) the process the CTC will use to select eligible projects for funding; (b) project monitoring and accountability requirements to ensure that the expenditure of funds by recipients meets quantifiable mobility and emission reduction objectives in a timely manner; (c) requirements for agreements executed by the CTC with recipients related to the identification of project implementation milestones; (d) standards for the development and submission of corridor plans; and (e) annual reporting requirements regarding the status of eligible projects, including the achievement of project milestones and performance outcomes.</p>	<p>8/20/07</p>	<p>Assembly Appropriations Committee</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 19 (Lowenthal) Proposition 1B: Goods Movement Air Quality Projects</p>	<p>Targets all of the \$1 billion in Proposition 1B transportation infrastructure bond revenues that are dedicated for goods movement air quality improvements for projects in the following four primary trade regions: (1) San Francisco Bay Area; (2) Los Angeles and the Inland Empire; (3) the Central Valley; and (4) San Diego and the U.S.-Mexican border. Requires the California Air Resources Board (CARB) to use Proposition 1B goods movement air quality improvement money to provide financial incentives, including grants, loans and loan guarantees, for projects in the four primary trade regions that do all of the following: (a) reduce air pollutants or air contaminants not otherwise required by law or regulation in furtherance of achieving state and federal ambient air quality standards and reducing toxic air contaminants; (b) reduce the public health risk associated with the movement of international goods; (c) achieve the earliest feasible health risk reduction in communities most heavily impacted from air pollution associated with the movement of freight through the state's four primary trade regions; (d) reduce emissions from sources that will contribute to increased public health risk in the future; and (e) ensure that the distribution of air quality benefits achieved with Proposition 1B goods movement air quality improvement money at a minimum reflects the emissions impacts of goods movement in each of the four primary trade regions. Specifies that the following types of projects are eligible to receive Proposition 1B goods movement air quality improvement money: (a) the replacement, repower or retrofit of heavy-duty diesel trucks; (b) the replacement, repower or retrofit of diesel locomotive engines; (c) the replacement, repower or retrofit of harbor craft that operate at the state's seaports; (d) the provision of onshore electrical power for oceangoing vessels carrying freight and calling at the state's seaports; (e) mobile or portable shoreside distributed power generation projects; (f) the replacement of cargo-handling equipment that operates at the state's seaports and rail yards; and (g) electrification infrastructure to reduce engine idling and the use of internal combustion auxiliary power systems at truck stops, intermodal facilities, distribution centers, and other places where trucks congregate. Requires the \$1 billion in Proposition 1B goods movement air quality improvement money to be matched by no less than \$1 billion from local, state, federal, and private sources. By February 28, 2008, requires CARB to adopt guidelines and criteria for the allocation of Proposition 1B goods movement air quality improvement money. Requires these guidelines to include the following: (a) eligibility criteria to ensure the achievement of emission reductions not otherwise required by law or regulation from activities related to goods movement; (b) accountability and auditing requirements to ensure that the expenditure of funds by recipients meets quantifiable emission reduction objectives in a timely manner; (c) any limits that may apply to the amount of funding allowed per project unit; (d) requirements for agreements executed by CARB with recipients related to the identification of project implementation milestones and project completion; and (e) monitoring requirements for grants, loans, loan guarantees, or other financial incentives awarded or otherwise distributed to provide for the verification that the emission reductions are achieved and to ensure that the emission reductions will continue in California for the project lifetime.</p>	7/17/07	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 33 (Simitian) Cell Phones	Beginning July 1, 2008, prohibits a person under the age of 18 years from driving a motor vehicle while using a wireless telephone even if equipped with a hands-free device or a mobile service device. Defines "mobile service device" to include a broadband personal communication device; specialized mobile radio device; handheld device or laptop computer with mobile data access; pager; and two-way messaging device. Provides an exemption from this prohibition for a person using a wireless telephone or a mobile service device for emergency purposes, including an emergency call to a law enforcement agency, health care provider, fire department, or other emergency services agency or entity. Prohibits a law enforcement officer from stopping a vehicle for the sole purpose of determining whether the driver is violating the provisions of this bill.	7/12/07	Signed into Law: Chapter #214	
SB 47 (Perata) Proposition 1B: State-Local Partnership Program	Declares the intent of the Legislature to enact a bill to govern project eligibility, matching fund requirements and the application process relative to the allocation of Proposition 1B transportation infrastructure bond revenues to the State-Local Partnership Program.	As Introduced	Senate Rules Committee	
SB 53 (Ducheny) State Highways: Performance Measures	Requires Caltrans to calculate specified performance measures for the purpose of evaluating and rating the overall quality of the state highway system. Furthermore, requires Caltrans to develop additional performance measures to determine the integrity of the physical infrastructure of the state highway system. Requires Caltrans to annually report to the Legislature on its findings and activities related to the performance and physical condition of the state highway system.	4/10/07	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 56 (Runner) Design-Build Contracting Demonstration Program	Declares the intent of the Legislature to authorize a demonstration program that would allow for a careful examination of the benefits and challenges of using design-build contracting for transportation projects. Until January 1, 2016, allows local transportation entities, as defined, to conduct a demonstration program to enter into design-build contracts for highway, bridge, tunnel, or public transit projects within their jurisdictions. Similarly, allows Caltrans, until January 1, 2016, to enter into design-build contracts for highway, bridge and tunnel projects under this demonstration program. Requires the California Transportation Commission (CTC) to select 10 projects for this demonstration program from those nominated by local transportation entities and Caltrans to the commission. Requires the CTC to select projects for the demonstration program that vary in size, type and geographic location. Further requires the CTC to balance the number of transportation entities that may use the low bid and best value selection methods in order to ensure that there is a number of design-build contracts awarded that reflect the costs and benefits of using each method. Requires the CTC to establish a Peer Review Committee to conduct an evaluation of the projects selected to utilize the design-build method of procurement under the demonstration program. Requires a local transportation entity to establish and enforce a labor compliance program for its design-build projects under the demonstration program. Specifies that this requirement does not apply to any project where the local transportation entity or the design-build entity has entered into any collective bargaining agreements that bind all of the contractors performing work on the project. Requires a local transportation entity and Caltrans to do all of the following in terms of the procurement process for a design-build project under the demonstration program: (a) prepare a set of documents setting forth the scope and estimated price of the project; (b) prepare a request for proposals that invites interested parties to submit competitive sealed proposals; (c) prepare and issue a request for qualifications in order to prequalify the design-build entities whose proposals shall be evaluated for final selection; and (d) follow the CTC's determination as to whether the contract shall be awarded based on competitive bid or best value. Requires the winning design-build entity to be bonded and to carry errors-and-omissions insurance coverage for the design elements of the project. Provides that the retention proceeds withheld by the local transportation entity or Caltrans may not exceed 5 percent. Requires Caltrans personnel to perform quality assurance inspections for the construction of any project on or affecting the state highway system utilizing design-build contracting under the demonstration program. Sunsets the provisions of the bill on January 1, 2016.	5/1/07	Senate Appropriations Committee	Support
SB 61 (Runner) Toll Roads and HOT Lanes	Authorizes Caltrans and regional transportation agencies to apply to the California Transportation Commission (CTC) for the development and operation of high-occupancy toll (HOT) lane or toll road projects, subject to commission approval prior to January 1, 2012. Eliminates provisions in existing law that limit the CTC to approving no more than four such projects.	5/1/07	Assembly Transportation Committee	
SB 71 (Florez) Biodiesel Fuel	Requires all vehicles owned or leased by the state, or by a city, county or mass transit district that use diesel fuel to instead use either B20 biodiesel fuel or a higher blend of biodiesel fuel, if biodiesel blend fuel is cost-competitive and readily available. Requires the California Air Resources Board (CARB) to establish a program to implement and monitor compliance with the provisions of this bill.	4/16/07	Senate Transportation and Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 73 (Florez) Tax Credits: Biodiesel Fuel Refining	Provides a state income tax credit for taxable years beginning on or after January 1, 2008, and ending on or before January 1, 2014, in an amount equal to 30 cents for each gallon of biodiesel fuel produced or manufactured by a refinery located in California.	4/30/07	Senate Revenue and Taxation Committee	
SB 74 (Florez) Tax Exemptions and Credits: Biodiesel Fuel	From January 1, 2008, through January 1, 2014, provides a sales tax exemption for biodiesel fuel. Specifies that this exemption would apply to local sales taxes, as well as to local transactions and use taxes, unless the governing body of the taxing county, city or special district votes otherwise. Provides a state income tax credit for taxable years beginning on or after January 1, 2008, and ending on or before January 1, 2014, in an amount equal to 35 percent of the qualified costs paid or incurred with respect to the manufacturing, production, delivery, or sale of biodiesel fuel.	5/2/07	Senate Revenue and Taxation Committee	
SB 75 (Florez) Biodiesel Fuel	Specifies that an owner or operator of a vehicular, off-road or portable diesel engine with a retrofit system certified by the California Air Resources Board (CARB) using biodiesel blend fuel consisting of not more than 20 percent biodiesel is considered to be in compliance with the applicable state air toxic control measure. Requires all aftermarket retrofit devices certified by CARB for sale in California to include the same warranty coverage for both the use of biodiesel blend fuel consisting of not more than 20 percent biodiesel and standard diesel fuel.	4/16/07	Senate Transportation and Housing Committee	
SB 79 (Budget Committee) Transportation Budget	Transfers \$339.29 million from the Public Transportation Account (PTA) to pay for debt service on transportation bonds in FY 2008. Appropriates \$100 million in PTA "spillover" revenues for the State Transit Assistance Program (STA). Reduces the FY 2008 appropriation for STA to adjust for an overpayment to the program that occurred in FY 2007. Beginning in FY 2009, restructures future allocations of "spillover" revenues as follows: (a) 50 percent to a newly created Mass Transportation Fund for payment of debt service on transportation bonds, reimbursements to the General Fund for past debt service payments on transportation bonds, funding for the Department of Developmental Services for regional center transportation, reimbursements to the General Fund for Proposition 42 loan repayments pursuant to Proposition 1A, and funding for home-to-school transportation; (b) two-thirds of the remaining 50 percent to STA; and (c) one-third of the remaining 50 percent to the PTA for non-STA mass transportation expenditures. Appropriates \$15.56 million in unexpended Proposition 116 bond revenues in the San Joaquin Valley for the California High-Speed Rail Authority. Transfers \$621.97 million in FY 2008 "spillover" revenues from the PTA to the Mass Transportation Fund. Until June 30, 2016, provides that the repayment of Proposition 42 loans in any particular fiscal year shall be limited to the minimum amount required to be repaid under Proposition 1A. Requires the outstanding balance owed to the PTA as a result of prior-year Proposition 42 loans to the General Fund be repaid in full in FY 2008. Beginning July 31, 2007, requires that \$600,000 per month be transferred from the Highway Users Tax Account to the Bicycle Transportation Account.	7/19/07	Signed into Law: Chapter #173	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 88 (Budget Committee) Proposition 1B: Implementation Issues	<p>Addresses numerous implementation issues related to various Proposition 1B transportation infrastructure bond programs. In general, designates administrative agencies for each of the programs funded through Proposition 1B, and imposes various requirements on those agencies relative to adopting program guidelines, making allocations of bond revenues to eligible projects, and reporting on projects funded with bond revenues. For the \$600 million appropriated in the FY 2008 state budget from the Public Transportation Modernization, Improvement, and Service Enhancement Account, designates Caltrans as the administrative agency, and allocates the money to eligible project sponsors in an amount proportional to the share of State Transit Assistance Program (STA) funding they received in FY 2005, FY 2006 and FY 2007 combined. Upon appropriation by the Legislature, allocates the \$1 billion in Proposition 1B bond revenues designated for the Transit System Safety, Security, and Disaster Response Account as follows: (a) 60 percent (\$600 million) to eligible project sponsors based on the average of their STA percentage shares for FY 2005, FY 2006 and FY 2007; (b) 25 percent (\$250 million) to regional waterborne transit operators pursuant to a competitive grant program administered by the Office of Emergency Services for disaster response transportation systems that can move people, goods, and emergency personnel and equipment during the aftermath of a disaster or emergency; and (c) 15 percent (\$150 million) to intercity and commuter rail operators pursuant to a competitive grant program administered by the Office of Homeland Security. Establishes procedures for allocating the \$2 billion in Proposition 1B transportation infrastructure bond revenues available to cities and counties for local street and road improvements. Upon appropriation by the Legislature, requires the Controller's Office to allocate the first payments to cities and counties no later than January 1, 2008. Clarifies that each city is to receive a minimum of \$400,000 no later than January 1, 2008. After this has occurred, requires the remaining Proposition 1B revenues for cities to be allocated on the basis of population. Expresses the intent of the Legislature to appropriate Proposition 1B money for local streets and roads in two cycles that cover four years, and so that the Controller's Office may allocate at least one half of each local agency's formula share in the first cycle of payments. Targets all of the \$1 billion in Proposition 1B transportation infrastructure bond revenues that are dedicated for goods movement air quality improvements for projects in the following four primary trade regions: (1) San Francisco Bay Area; (2) Los Angeles and the Inland Empire; (3) the Central Valley; and (4) San Diego and the U.S.-Mexican border.</p>	7/19/07	Signed into Law: Chapter #181	
SB 97 (Dutton) CEQA: Greenhouse Gas Emissions	<p>By July 1, 2009, requires the Office of Planning and Research to prepare, develop and transmit to the Resources Agency guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by the California Environmental Quality Act (CEQA), including the effects associated with transportation or energy consumption. Requires the Resources Agency to certify and adopt those guidelines by January 1, 2010. Until January 1, 2010, provides that in an environmental impact report or other document required by CEQA for either a transportation project funded under Proposition 1B or a flood protection project funded under Proposition 1E, the failure to analyze adequately the effects of greenhouse gas emissions otherwise required to be reduced pursuant to regulations adopted under the Global Warming Solutions Act of 2006 does not create a cause of action for a violation of CEQA.</p>	8/21/07	Signed into Law: Chapter #185	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 124 (Ducheny) Toll Evasion: Registered Owner	For purposes of toll enforcement, provides that a registered owner includes owners with vehicles registered in other states.	4/9/07	Signed into Law: Chapter #150	
SB 140 (Kehoe) Renewable Diesel Fuel	Requires a certain specified percentage of the total volume of diesel fuel sold or offered for sale in California for use in internal combustion engines to be renewable diesel fuel. Requires the California Air Resources Board (CARB) to adopts regulations, if necessary, to meet these standards. Before implementing the standards, requires CARB to determine if renewable diesel fuel supplies are adequate. Permits the California Energy Resources Conservation and Development Commission to temporarily suspend these standards if fuel supplies are shown to be inadequate. By June 1, 2008, requires the Energy Resources Conservation and Development Commission to submit a feasibility analysis to the Legislature that assesses the state's potential to produce feedstocks of renewable diesel fuel.	8/31/07	Assembly Floor	
SB 163 (Migden) Yerba Buena Island Ramps	Requires Caltrans to work with the Treasure Island Development Authority on designing and identifying funding for the replacement of one or more of the ramps connecting Yerba Buena Island to the San Francisco-Oakland Bay Bridge. Requires Caltrans to work in cooperation with the Treasure Island Development Authority and the San Francisco Transportation Authority to ensure that the design of the ramps is compatible with the design of the new eastern span of the bridge. Specifies that the bill does not require a commitment of state funding for the ramps above the amount budgeted by the Toll Bridge Project Oversight Committee.	7/17/07	Signed into Law: Chapter #637	
SB 184 (Alquist) STIP Pre-Award Authority	Allows a local or regional entity to advance its own funds for any component of a project within its jurisdiction prior to the allocation of State Transportation Improvement Program (STIP) dollars for the project by the California Transportation Commission (CTC), provided that the project is programmed in the current year of the STIP. Clarifies that it is the intent of the Legislature that the local or regional entity be reimbursed for advancing such funds if: (a) the CTC makes an allocation and Caltrans executes a fund transfer agreement for the project; (b) expenditures made by the local or regional entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (c) the local or regional entity complies with all legal requirements for the project. Requires the local or regional entity to request an allocation for the project no later than the time of the first expenditure of its own funds for the project. Prohibits the CTC from establishing a timeframe limiting reimbursement to a local or regional entity that has advanced its own funds, but specifies that the project must be included in the adopted STIP when the allocation request is approved by the CTC.	7/9/07	Signed into Law: Chapter #462	Co-Sponsor
SB 204 (Dutton) Non-Article 19 Funds	Requires the purchase price from the sale of excess real property originally required by the state for highway purposes to be paid into the State Treasury to the credit of the State Highway Account and to be available to Caltrans for highway purposes. Requires money deposited in the State Highway Account that is not subject to Article 19 of the state Constitution, including revenues derived from the sale of documents, charges by Caltrans for miscellaneous services provided to the public, condemnation fund investments, rental of state property, or other miscellaneous uses of property or money, to be retained in the State Highway Account, rather than be transferred to the Public Transportation Account.	As Introduced	Senate Transportation and Housing Committee	Oppose

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 210 (Kehoe) Low-Carbon Fuel Standard	By January 1, 2010, requires the California Air Resources Board (CARB) to adopt, implement and enforce a low-carbon fuel standard by regulation that achieves the maximum technologically feasible and cost-effective reductions in the carbon intensity of transportation fuels. At a minimum, requires the carbon intensity of transportation fuels to be reduced by 10 percent by January 1, 2020, if technologically feasible and cost effective. Provides that the low-carbon fuel standard shall apply to all refiners, blenders, producers, and importers of transportation fuels to the extent permitted by law.	8/20/07	Vetoed by the Governor	
SB 262 (Runner) Proposition 1B: Trade Corridors	When allocating Proposition 1B transportation infrastructure bond revenues for trade corridor improvements, requires the California Transportation Commission (CTC) to consider: (a) the impact of a project on goods movement and port operations in the Southern California region; and (b) the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the ports of Los Angeles and Long Beach.	As Introduced	Senate Transportation and Housing Committee	
SB 264 (Alquist) VTA Sales Tax Authority	Authorizes the Santa Clara Valley Transportation Authority (VTA) to impose a transaction and use tax for transportation purposes at a rate of 1/8 percent, subject to a two-thirds vote of the electorate.	8/27/07	Signed into Law: Chapter #430	Sponsor
SB 286 (Lowenthal) Proposition 1B: Local Streets and Roads	Establishes procedures for allocating the \$2 billion in Proposition 1B transportation infrastructure bond revenues available to cities and counties for local street and road improvements. Upon appropriation by the Legislature, requires the Controller's Office to allocate the first payments to cities and counties no later than January 1, 2008. Clarifies that each city is to receive a minimum of \$400,000 no later than January 1, 2008. After this has occurred, requires the remaining Proposition 1B revenues for cities to be allocated on the basis of population. Requires the Controller's Office to use the population figures from the Department of Finance as of January 1, 2007, in making allocations to cities. Upon appropriation of Proposition 1B bond revenues for local streets and roads by the Legislature, requires each city and county to submit to the Department of Finance a list of projects expected to be funded pursuant to an adopted city or county budget. Requires each city and county to submit to the Department of Finance documentation that includes the following information: (a) name, location and amount of expenditure for each project to be funded; and (b) the completion date and estimated useful life of each project. Provides that each city and county receiving Proposition 1B bond revenues for local streets and roads has three fiscal years to encumber the funds from the date that the funds are allocated by the Controller's Office. Requires unencumbered funds to be returned to the Controller's Office for reallocation.	7/16/07	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 292 (Wiggins) Safe Drinking Water, Water Quality and Supply, Flood Control, River, and Coastal Protection Bond Act of 2006	Specifies the conditions and criteria for expenditure of the \$90 million in funds derived from the bonds issued under the Safe Drinking Water, Water Quality and Supply, Flood Control, River, and Coastal Protection Bond Act of 2006 for planning grants for urban greening programs. Requires the California Environmental Protection Agency and the Resources Agency to: (a) develop a planning grant program for local and regional agencies to develop urban greening plans; (b) develop a program of grants, rebates and loans for local and regional agencies to implement urban greening projects consistent with an adopted urban greening plan; (c) develop guidelines by which non-profit organizations may apply for grants to help implement an urban greening project in a community with an adopted urban greening plan; and (d) develop guidelines for the approval of urban greening plans for purposes of receiving a grant, rebate or loan under the Safe Drinking Water, Water Quality and Supply, Flood Control, River, and Coastal Protection Bond Act of 2006.	4/30/07	Senate Appropriations Committee	
SB 307 (Dutton) Goods Movement Action Plan	Declares the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan prepared by the Business, Transportation and Housing Agency and the California Environmental Protection Agency.	As Introduced	Senate Rules Committee	
SB 308 (Margett) Tax Deduction: Hybrid Vehicles	Allows a \$3,000 deduction for each purchase or initial lease of a 2007 model year or newer hybrid motor vehicle. Specifies that this deduction would be in effect until December 1, 2011, or until 100,000 hybrid vehicles have been sold and registered in the state, whichever occurs earlier.	5/2/07	Senate Revenue and Taxation Committee	
SB 372 (Steinberg) High-Speed Rail: Educational and Vocational Training Programs	Requires the superintendent of public instruction to: (a) develop an inventory of future educational and vocational training programs that are necessary for California's high-speed train project; and (b) develop courses of study, and vocational and technical training necessary to meet the demand for new skills and training associated with the implementation and operation of the high-speed train project. Specifies that these requirements would become operative on the date of the election when the Safe, Reliable High-Speed Passenger Train Bond Act is approved by the voters.	5/24/07	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 375 (Steinberg) Transportation Planning: Preferred Growth Scenarios	<p>By April 1, 2008, requires the California Transportation Commission (CTC) to adopt guidelines regarding the use of travel demand models in regional transportation plans (RTPs) that would assess the impact of certain policy choices for: (a) federally designated metropolitan planning organizations; (b) county transportation agencies in areas that have been designated as non-attainment areas under the federal Clean Air Act; and (c) the Southern California Association of Governments in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Requires specified regional transportation planning agencies (RTPAs) to: (a) incorporate the regional travel demand model into their RTPs, as specified in the CTC guidelines; and (b) report to the CTC on how the model supports corridor and small area planning. Requires specified RTPAs to develop and include in their RTPs a “preferred growth scenario” that: (a) is consistent with the state’s planning priorities; (b) identifies sufficient housing for all populations in the region; (c) identifies a transportation network to service the transportation needs of the region; (d) identifies significant resources and farmland in the region that would be excluded from development; (e) complies with the federal Clean Air Act; (f) inventories the region’s greenhouse gas emissions from the automobile and light truck sectors; and (g) establishes measures to reduce greenhouse gas emissions from the automobile and light truck sectors to the greatest extent feasible in order to achieve targets developed by the California Air Resources Board (CARB). Requires CARB to provide specified regions with greenhouse gas emission reduction targets from the automobile and light truck sectors for 2020 and 2035 for use in their respective preferred growth scenario. Requires projects and improvements that are included in certain Regional Transportation Improvement Programs (RTIPs) to be consistent with the applicable RTP and preferred growth scenario in order to receive funding after January 1, 2009. Authorizes exemptions from specified California Environmental Quality Act (CEQA) requirements for certain projects within an eligible local jurisdiction that has amended its General Plan so that the land-use, circulation, housing, and open space elements are consistent with its region’s preferred growth scenario. Exempts projects programmed in the 2006 and 2008 State Transportation Improvement Program (STIP), as well as specified Proposition 1B-funded projects, from the requirement of consistency with the RTP and preferred growth scenario in order to receive funding.</p>	7/17/07	Assembly Appropriations Committee	
SB 416 (Ashburn) Design-Build Contracting: Counties	<p>Until January 1, 2011, authorizes any county in the state, with the approval of its board of supervisors, to use design-build contracting for building and modernizing public facilities, provided that the project costs in excess of \$2.5 million and is not a transportation facility.</p>	7/12/07	Signed into Law: Chapter #585	
SB 442 (Ackerman) Design-Build Contracting: Orange County Transportation Authority	<p>Authorizes the Orange County Transportation Authority (OCTA) to use design-build contracting for constructing a high-occupancy vehicle (HOV) lane connecting State Route 22 to I-405 and I-605.</p>	4/9/07	Senate Transportation and Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 445 (Torlakson) Road User Task Force	Creates an 14-member Road User Task Force. Requires the task force to submit a report to the Legislature and Governor by January 1, 2009, with recommendations on alternatives to the current system of taxing road users through per-gallon fuel taxes.	6/4/07	Assembly Transportation Committee	Support
SB 494 (Kehoe) Clean Alternative Fuels	Enacts the Clean Alternative Fuel and Clean Vehicle Act of 2007. By June 30, 2009, requires the California Air Resources Board (CARB) to adopt regulations that would ensure both of the following: (a) commencing January 1, 2015, 25 percent of new passenger vehicles and light-duty trucks sold in California are clean alternative vehicles; and (b) commencing January 1, 2020, 50 percent of new passenger vehicles and light-duty trucks sold in the state are clean alternative vehicles. In developing these regulations, requires CARB to do all of the following: (a) consider the technological and economic feasibility of the regulations; (b) develop and enforce compliance options for eligible clean alternative vehicles that take into account their air quality benefits and the likelihood that the vehicle will actually use clean alternative fuel; and (c) ensure, to the extent technologically and economically feasible, that a clean alternative fuel is made available statewide at retail outlets whenever CARB determines that a sufficient number of motor vehicles certified by the board to run on that fuel has been reached. Specifies that these regulations shall apply only to a motor vehicle manufactured after December 31, 2010.	6/26/07	Assembly Transportation Committee	
SB 522 (Dutton) Proposition 1C: Regional Planning, Housing and Infill Incentive Account	Authorizes the Department of Housing and Community Development to administer a program to provide grants to cities and counties to finance infrastructure directly related to the construction of infill housing projects with the \$850 million in Proposition 1C housing bond revenues that are deposited into the Regional Planning, Housing and Infill Incentive Account. In reviewing and rating applications for funding under this program, requires the department to consider the following factors: (a) the number of housing units to be created; (b) the depth and duration of the affordability of the housing; (c) the creation of housing in job-rich areas; and (d) the applicant's previous performance in meeting its regional housing need allocation.	4/19/07	Senate Rules Committee	
SB 531 (Oropeza) Toxic Air Pollutants	Declares the intent of the Legislature to enact a bill to reform the regulation of emissions of toxic air pollutants.	As Introduced	Senate Rules Committee	
SB 540 (Harman) Sales Tax Exemption: Fuel Taxes	Provides that the sales tax shall not be applied to any federal and state fuel taxes.	As Introduced	Senate Revenue and Taxation Committee	Oppose
SB 585 (Lowenthal) Recycled Concrete	Requires Caltrans to annually report on the amount of recycled concrete materials used by the department during the previous fiscal year. Requires Caltrans to contract with the Institute of Transportation Studies at the University of California, Berkeley, to conduct workshops biennially for city and county public works professionals on the use of recycled concrete materials.	As Introduced	Senate Transportation and Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 598 (Harman) Caltrans: Excess Property	Declares the intent of the Legislature to appoint a state agency to act in an oversight role to ensure that Caltrans corrects its long history of mismanagement of its excess real property.	As Introduced	Senate Rules Committee	
SB 613 (Simitian) Vehicle Registration Surcharge: San Mateo County	Reauthorizes the vehicle registration surcharge imposed by the City/County Association of Governments of San Mateo County for traffic congestion management and stormwater pollution programs for an additional 10 years, and specifies that this surcharge shall terminate on January 1, 2019, instead of January 1, 2009.	4/12/07	Vetoed by the Governor	
SB 619 (Migden) Public Contracting: Retention Proceeds	For all contracts related to the construction of any public works projects entered into after January 1, 2009, provides that the retention proceeds withheld from any payment by a public entity from the original contractor, by the original contractor from any subcontractor, and by a subcontractor from any other subcontractor shall not exceed 5 percent of the payment.	3/29/07	Assembly Floor	
SB 640 (Simitian) General Plans: Circulation and Transportation Element	Renames the circulation element of local general plans the "circulation and transportation element."	4/30/07	Assembly Local Government Committee	
SB 698 (Torlakson) Eminent Domain	At the time of making an offer to purchase property, requires a public entity to provide the property owner with an informational pamphlet detailing the process of eminent domain and the property owner's rights under California eminent domain law. If a property owner opposes in writing a public entity's motion to take possession of his or her property based on an assertion of a hardship, the written notice of opposition must be accompanied by a declaration signed by the property owner under penalty of perjury stating the facts supporting the hardship.	7/10/07	Signed into Law: Chapter #436	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 716 (Perata) Proposition 1B: Transit Capital	<p>Specifies the process for allocating Proposition 1B transportation infrastructure bond revenues for public transit capital improvements under the Public Transportation Modernization, Improvement and Service Enhancement Account. Prior to seeking a disbursement of funds from this account, requires a project sponsor to submit to the California Transportation Commission (CTC) a description of the proposed project that it intends to fund with these revenues. Requires this description to include all of the following: (a) a summary of the proposed project and the benefits that it would achieve; (b) the useful life of the project, which must be consistent with the state's general obligation bond law; (c) the estimated schedule for completing the project; (d) the total cost of the project; and (e) the identification of all funding sources necessary for completing the project. Requires the CTC to review this information solely to determine all of the following: (a) the project is consistent with the requirements for funding under the Public Transportation Modernization, Improvement and Service Enhancement Account; (b) the project is a capital improvement that meets the requirements of the state's general obligation bond law; (c) the project or useful project component is or would become fully funded with an allocation of money from the Public Transportation Modernization, Improvement and Service Enhancement Account; and (d) the funds could be encumbered within three years of the allocation based on the CTC's review of the project's phase or schedule for completion, as submitted by the project sponsor. Upon conducting this review and determining that a proposed project is in compliance with these requirements, specifies that the CTC shall, on a quarterly basis, provide the Controller's Office with a list of projects and their sponsoring agencies eligible to receive an allocation from the Public Transportation Modernization, Improvement and Service Enhancement Account. Upon receipt of this information from the CTC, requires the Controller's Office to commence any necessary actions to allocate funds to project sponsors, including seeking the issuance of bonds for that purpose. Provides that total allocations to a project sponsor cannot exceed that project sponsor's share of funds from the Public Transportation Modernization, Improvement and Service Enhancement Account. In its Annual Report to the Legislature, requires the CTC to include a summary of its activities related to the administration of funds from the Public Transportation Modernization, Improvement and Service Enhancement Account. At a minimum, requires this summary to include: (a) a description and the location of each project funded from the account; (b) the amount of funds allocated to each project; (c) the status of each project; (d) a description of the public benefit expected from each project; and (e) a designation of any projects that have been subject to an audit by the Controller's Office.</p>	7/11/07	Assembly Appropriations Committee	
SB 717 (Perata) Transportation Investment Fund	<p>Continues the existence of the Transportation Investment Fund (TIF) beyond FY 2008. Commencing with FY 2009, reaffirms that Proposition 42 revenues deposited in the TIF are to be allocated as follows: (a) 20 percent to the Public Transportation Account (PTA); (b) 40 percent to the State Transportation Improvement Program (STIP); and (c) 40 percent to cities and counties for local street and road maintenance, rehabilitation, reconstruction, and storm damage repair. Modifies the distribution of Proposition 42 revenues allocated to the PTA from the current 50 percent for the State Transit Assistance Program (STA) and 50 percent for transit capital projects programmed in the STIP to 75 percent for STA and 25 percent for STIP transit capital projects.</p>	9/7/07	Signed into Law: Chapter #733	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 732 (Steinberg) Proposition 84: Sustainable Communities Council	Creates a Sustainable Communities Council to administer the \$90 million planning program and the \$90 million urban greening program funded under the Sustainable Communities and Climate Change Reduction portion of Proposition 84. Requires the council to develop the following: (a) grant programs for cities and counties to update and implement their general plans, subject to various requirements; and (b) grant programs to support the preparation, adoption and implementation of regional blueprint planning programs.	8/31/07	Assembly Floor	
SB 745 (Oropeza) Proposition 1B: Port Security	Requires the Office of Emergency Services (OES) to develop criteria for allocating Proposition 1B transportation infrastructure bond revenues for port, harbor and ferry terminal security improvements based on the following factors: (a) terrorism threat and risk; (b) the extent to which a project supports enhanced terrorism prevention measures; and (c) improved response and recovery capabilities. Requires these revenues to be allocated in accordance with the developed criteria.	4/9/07	Senate Transportation and Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 748 (Corbett) Proposition 1B: State-Local Partnership Program	<p>Declares the intent of the Legislature to establish criteria and conditions for use of Proposition 1B transportation infrastructure bond revenues dedicated to the State-Local Partnership Program. Specifies that eligible local matching funds required to receive an allocation under the State-Local Partnership Program must be obtained from revenues from any voter-approved local or regional tax or fee solely dedicated to transportation improvements, or from uniform developer fees. Defines “tax” or “fee” to mean a countywide or citywide sales tax; a property or parcel tax in a county, counties or district; voter-approved bridge tolls or fees dedicated to specific transportation improvements; and uniform developer fees. Requires a project to provide a match of one dollar of eligible local matching funds for each dollar of state funds made available for the project under the State-Local Partnership Program. In order to be eligible to receive funding under the State-Local Partnership Program, requires a project to be a transportation capital project that is estimated to cost at least \$5 million and that is included in a Regional Transportation Plan (RTP). Specifies that eligible projects include all of the following: (a) improvements to the state highway system; (b) improvements to transit facilities; (c) acquisition, retrofit or rehabilitation of rolling stock, buses or other transit equipment with a useful life of at least 10 years; (d) improvements to the local road system; (e) improvements to bicycle or pedestrian safety or mobility with a useful life of at least 15 years; and (f) improvements to mitigate the environmental impacts of new transportation infrastructure on a locality’s or region’s water quality. Specifies that each fiscal year in which funds are appropriated for the program constitutes a funding cycle. To ensure that as many eligible projects as possible may benefit from the State-Local Partnership Program, provides that no single project may receive more than \$25 million in a single funding cycle in which program funds are appropriated. Requires each project sponsor desiring to participate in the State-Local Partnership Program in any funding cycle to submit certain specified information to the California Transportation Commission (CTC). For each funding cycle, requires the CTC to adopt a program of projects to receive allocations from the State-Local Partnership Program. In allocating funds to specific projects, requires the CTC to give priority to projects that meet any of the following: (a) the project can commence construction or implementation of the project in a manner to provide the public benefit at the earliest possible date; (b) the project can enhance the leveragability of Proposition 1B bond funds by utilizing a higher proportion of non-bond funds toward a project’s total cost than is otherwise required; or (c) the project can demonstrate quantifiable air quality improvements. Allows the CTC to allocate money to a project in more than one funding cycle. Requires a project receiving an allocation under the State-Local Partnership Program to encumber the funds no later than June 30 of the fiscal year in which an allocation is made by the CTC. In addition, requires allocated funds to be expended within three years of June 30 of the fiscal year in which an allocation is made by the CTC. Requires the CTC to rescind an allocation to a project that fails to comply with these requirements and to reallocate those funds to another project. Requires the CTC to develop and adopt guidelines to implement the State-Local Partnership Program, and to establish the criteria and process for allocating funds to eligible projects under the program.</p>	7/12/07	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 803 (Lowenthal) Transportation Enhancement Funds: Community Conservation Corps	With respect to federal funds made available to California for transportation enhancement projects, requires transportation planning agencies, county transportation commissions and congestion management agencies to adopt criteria that give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps or the California Conservation Corps to construct or undertake the project. Provides that community conservation corps and the California Conservation Corps are eligible to apply for transportation enhancement funds. When developing guidelines for the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP), requires the California Transportation Commission (CTC) to encourage the allocation of funds for transportation enhancement projects to qualified community conservation corps and the California Conservation Corps, either as applicants or partners with other project sponsors that commit to employ the services of corps members in the construction of those projects.	8/31/07	Vetoed by the Governor	
SB 810 (Corbett) Tax Credits: Green Vehicles	Provides a state income tax credit for taxable years beginning on or after January 1, 2007, and ending on or before January 1, 2015, based on the qualified costs for manufacturing green vehicles in California.	4/9/07	Senate Revenue and Taxation Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
<p>SB 872 (Ackerman) Proposition 1B: State-Local Partnership Program</p>	<p>Creates the State-Local Partnership Program to provide state matching funds to construct highway and exclusive mass transit guideway projects that would provide economic and transportation benefits for California. Declares the intent of the Legislature to appropriate a maximum of \$200 million in Proposition 1B transportation infrastructure bond revenues for the program in each fiscal year for five years beginning with FY 2011. Specifies that a project is eligible to be funded under the State-Local Partnership Program if it is a local road, state highway or exclusive mass public transit guideway improvement that meets all of the following conditions: (a) upon completion of the project, it would constitute a usable segment that would increase the capacity of the highway or mass transit guideway, or would extend service to new areas; (b) the project sponsor has committed or is capable of committing the local funding needed to complete the project; (c) the project is sponsored or co-sponsored by the appropriate transportation planning agency, county transportation commission or authority, or congestion management agency; (d) the project is not receiving any other state funds; (e) the project has a minimum cost of \$25 million; (f) the project sponsor has completed or is capable of completing all project development work so that the construction contracts for the project can be awarded no later than June 30 of the fiscal year following the year in which the funds are appropriated for the project; and (g) improvements to state highways are consistent with state and federal standards, are designed to minimize long-term maintenance costs, and are approved by Caltrans. Specifies that the local share for the project must be at least 50 percent of the total project costs and must come from revenues generated from any locally imposed sales tax for transportation. Specifies the process for applying for and receiving funds under the State-Local Partnership Program, as follows: (a) requires project sponsors to submit eligible projects for the five-year period from FY 2011 through FY 2016 to the California Transportation Commission (CTC) no later than September 30, 2009; (b) requires the CTC to review the applications from project sponsors for consistency with the program's requirements and to compile a list of all eligible projects no later than January 31, 2010; (c) requires the CTC to approve the list of projects no later than April 1, 2010; (d) requires a project sponsor to let the construction contracts for its project no later than June 30 of the fiscal year following the year in which the funds are appropriated for the project. Requires allocated funds to be expended within three years of June 30 of the fiscal year in which an allocation is made by the CTC. Requires the CTC to rescind an allocation to a project that fails to comply with these requirements. Requires rescinded allocations to be re-programmed to other projects.</p>	<p>5/8/07</p>	<p>Senate Appropriations Committee</p>	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 889 (Maldonado) Carpool Education Program	Until January 1, 2011, requires Caltrans to establish and implement the Carpool Education Pilot Program for the purposes of educating the public on the use of highway lanes and ramps for high-occupancy vehicles and encouraging the reporting of an alleged violation involving the unlawful operation of a motor vehicle in a high-occupancy vehicle (HOV) lane or ramp. Requires Caltrans to do all of the following in developing and implementing the program: (a) establish a toll-free telephone number for reporting a violation; (b) establish an Internet Website for reporting an alleged violation, for allowing an alleged offender to dispute a reported violation, and for educating the public on the use of HOV lanes and ramps; (c) publicize and cause the posting of highway signs that provide the toll-free telephone number and the Internet Website address; (d) create an educational brochure containing information on guidelines for using HOV lanes and ramps; (e) keep an individual reporting a violation anonymous; (f) require the reporting of a violation to include the license plate number of the motor vehicle, the time of day and location of the alleged violation, and any other supporting information; and (g) based on the license plate number reported, mail to the current address of the registered owner of the motor vehicle on file with the Department of Motor Vehicles a notice informing the owner that his or her vehicle was reported to have allegedly been seen in an HOV lane or ramp without the requisite number of occupants, as well as the educational brochure.	7/2/07	Assembly Appropriations Committee	
SB 934 (Lowenthal) Housing Infrastructure Zones	Enacts the Housing and Infrastructure Financing Act of 2007. Establishes a pilot program allowing for the formation, under criteria developed by the Association of Bay Area Governments (ABAG); the Southern California Association of Governments (SCAG); the San Diego Association of Governments (SANDAG); the Sacramento Area Council of Governments (SACOG); and to the Business, Transportation and Housing Agency, of 100 housing and infrastructure zones throughout the state for the purpose of financing the construction of housing and infrastructure within areas that have been planned to accept high-density housing so as to preserve environmentally sensitive open space, habitat and farmland. Specifies that a city or county would be eligible to apply to its respective council of governments or the Business, Transportation and Housing Agency, as applicable, in order to establish a housing and infrastructure zone, subject to the approval of the California Economic Development and Infrastructure Bank. Authorizes the bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible property for various purposes, including: (a) interchanges, ramps, bridges, arterial streets, parking facilities, and transit facilities; (b) sewage treatment and water reclamation plants and interceptor pipes; (c) facilities for the collection and treatment of water for urban uses; (d) child care facilities; (e) libraries; (f) parks, recreational facilities and open space; (g) facilities for the transfer and disposal of solid waste, including transfer stations and vehicles; and (h) housing. Authorizes the bank to issue bonds and to receive allocations of revenues resulting from a type of tax increment financing for these purposes.	5/1/07	Senate Appropriations Committee	
SB 947 (Hollingsworth) CEQA Exemption: Overpass and Ramp Expansion Projects	Exempts from the California Environmental Quality Act (CEQA) projects that would expand an existing overpass, on-ramp or off-ramp that is built on an easement or right-of-way under the control of Caltrans, a local transportation agency, a city, or a county.	4/30/07	Assembly Natural Resources Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 974 (Lowenthal) Ports: Container Fees	Imposes a fee of \$30 per 20-foot equivalent unit (TEU) on each shipping container processed in the Ports of Los Angeles, Long Beach and Oakland, payable by the owners of container cargo moving through those ports. Requires the fee revenues to be allocated as follows: (a) one half for projects that improve the flow and efficiency of container cargo to and from the Ports of Los Angeles, Long Beach and Oakland; and (b) one half for projects that mitigate air pollution caused by the movement of container cargo to and from those ports.	9/5/07	Assembly Floor	
SB 976 (Torlakson) San Francisco Bay Area Water Emergency Transportation Authority	Repeals the San Francisco Bay Area Water Transit Authority and replaces it with a new entity called the San Francisco Bay Area Water Emergency Transportation Authority. In general, charges the new authority with the following responsibilities: (a) to consolidate and operate ferry services in the Bay Area; and (b) to plan and respond to emergencies or disasters affecting the region's transportation system. Specifies that the Board of Directors of the authority is to consist of three unpaid gubernatorial appointees, subject to confirmation of the Senate; one member appointed by the Senate Rules Committee; and one member appointed by the Assembly speaker. Requires the authority to develop an emergency water transportation system management plan by July 1, 2009. In times of emergency, designates the authority as the Bay Area Maritime Emergency Transportation Coordinator to coordinate the emergency response activities for all water transportation services in the Bay Area. By January 1, 2009, requires the authority to create and adopt a transition/consolidation plan. Requires all public water transit operators in the region, excluding the Golden Gate Bridge, Highway and Transportation District (Golden Gate Transit), to consolidate their operations under the authority, consistent with the transition/consolidation plan. Confers to the authority control over all public transportation ferries within the Bay Area, except those owned and operated by Golden Gate Transit. Allows the authority to plan, develop and operate all aspects of water transportation facilities within the Bay Area, including terminals, parking lots and structures. Allows the authority to levy special benefit assessments consistent with the California Constitution.	9/6/07	Signed into Law: Chapter #734	
SCA 1 (McClintock) Eminent Domain	Calls for placing before the voters an amendment to the California Constitution that would limit the ability of governmental entities to acquire private property through eminent domain. Specifically, provides that private property may be taken or damaged through eminent domain only for a stated public use and only when just compensation has been paid to the property owner. Prohibits private property from being taken or damaged through eminent domain for purposes of: (a) economic development; (b) increasing tax revenues; or (c) for any other private use. Prohibits private property from being taken or damaged through eminent domain for maintaining the present use following the acquisition. Requires property taken or damaged through eminent domain to be owned and occupied by the condemner, or by another governmental agency by agreement with the condemner. Allows property taken or damaged through eminent domain to be leased to entities that are regulated by the California Public Utilities Commission (CPUC). Requires all property taken through eminent domain to be used only for the public use stated at the time of the acquisition, except for public or private purposes that are incidental to that use. Provides that if the property taken through eminent domain ceases to be used for the public use stated at the time of the acquisition or fails to be put to that use within 10 years following the date of the acquisition, the former owner of the property shall have the right to reacquire the property at fair market value.	2/5/07	Senate Judiciary Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SCA 5 (McClintock) State and Local Government Taxation	Calls for placing before the voters an amendment to the California Constitution to establish, for purposes of both state and local taxation, a constitutional definition of what constitutes a “tax.” Recasts the existing definition of a “special tax” as a tax whose revenues are required by law to be expended for a specific purpose or purposes. Beginning January 1, 2007, prohibits the imposition of any new tax or any change in any tax enacted or authorized by a governmental entity that increases the amount of any tax levied upon any taxpayer unless all of the following conditions are met: (a) the measure imposing the increase is approved by two-thirds of the membership of each house of the Legislature in the case of a state tax, and by two-thirds of the membership of the governing body of the local government in the case of a local tax; and (b) the measure imposing the increase is submitted to the electorate of the governmental entity at an election, and is approved by a majority vote in the case of a general tax, and by a two-thirds vote in the case of a special tax.	3/21/07	Senate Revenue and Taxation Committee	
SCA 6 (McClintock) General Obligation Bonds	Calls for placing before the voters an amendment to the California Constitution regarding the issuance of general obligation bonds by the state. Specifically, requires the proceeds from the sale of any general obligation bonds approved by the voters on or after January 1, 2009, to be expended only for the costs of construction or acquisition of tangible physical property that has an expected useful life at least equal to the length of time in which the bonds that are sold to finance that construction or acquisition will reach maturity.	As Introduced	Senate Governmental Organization Committee	
SCR 37 (Simitian) Lewis E. Platt Memorial Highway	Designates the segment of State Route 87 between I-280 and the Julian Street/Santa Clara Street exit in the city of San Jose as the Lewis E. Platt Memorial Highway.	6/28/07	Enacted by the Legislature: Chapter #96	

**CALIFORNIA STATE LEGISLATURE
2007 Regular Session Calendar**

DAY	JANUARY
1	Statutes signed into law in 2006 take effect.
3	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date
26	Last day to submit bill requests to the Legislative Counsel's Office

DAY	FEBRUARY
23	Last day for new bills to be introduced.

DAY	MARCH
29	Spring Recess begins upon adjournment.

DAY	APRIL
9	Legislature reconvenes from Spring Recess.
27	Last day for policy committees to hear and report fiscal bills introduced in their house.

DAY	MAY
11	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house.

DAY	JUNE
1	Last day for fiscal committees to hear and report to the floor bills introduced in their house.
8	Last day for bills to be passed out of their house of origin
15	Budget must be passed by midnight.

DAY	JULY
13	Last day for policy committees to hear and report bills introduced in the other house.
20	Summer Recess begins upon adjournment, provided the budget bill has been enacted.

DAY	AUGUST
20	Legislature reconvenes from Summer Recess.
31	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.

DAY	SEPTEMBER
7	Last day to amend bills on the Assembly and Senate floors.
14	Last day for each house to pass bills. Interim Study Recess begins at the end of this day's session.

DAY	OCTOBER
14	Last day for the Governor to sign or veto bills passed by the Legislature before September 14, and in his possession after September 14.

DAY	NOVEMBER

DAY	DECEMBER