

LEGISLATIVE HISTORY
2007 – 2008 State Legislative Session
March 21, 2008

State Assembly Bills

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 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 Floor	
AB 117 (Beall) Santa Clara Valley Transportation Authority: Contracts	Amends the enabling statutes of the Santa Clara Valley Transportation Authority (VTA) to raise the dollar threshold for when VTA must use the formal competitive bidding process to procure materials, supplies and equipment from \$25,000 to \$100,000, consistent with federal regulations.	3/3/08	Senate Transportation and Housing Committee	Sponsor
AB 152 (Beall) Santa Clara Valley Transportation Authority: Local Streets/Roads Funding	Makes several technical corrections to the enabling statutes of the Santa Clara Valley Transportation Authority (VTA) to ensure that VTA has the appropriate statutory authority to work with local jurisdictions on developing funding strategies to address their local street and road maintenance and repair needs.	1/18/08	Senate Floor	Sponsor

State Assembly Bills	Subject	Last Amended	Status	VTA Position
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.	1/7/08	Senate Appropriations Committee	Support
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
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	
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	

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AB 660 (Galgiani) Highway-Railroad Grade Crossings	Specifies that grade separation projects: (a) at a proposed new grade crossing; or (b) for removing or relocating highways or railroad tracks to eliminate existing grade crossings are not eligible for funding under the California Public Utilities Commission's (CPUC) grade separation program. Provides that the total allocations for a project under this program shall not exceed \$5 million without specific legislative authorization. Also specified that cumulative allocations to a single project shall not exceed 80 percent of the cost to construct the project. Allows a project costing between \$5 million-\$20 million to be considered without specific legislative authorization if the project: (a) is included on the CPUC's priority list; (b) eliminates the need for future related grade separation projects; (c) provides projected cost savings of at least 50 percent to the state or local jurisdiction by eliminating the need for future projects; and (d) alleviates traffic and safety problems, or provides improved rail service not otherwise possible. Requires such projects to be funded over a multi-year period, not to exceed five years, with the allocation for any one year limited to \$5 million or less. Prohibits an agency that obtains funding for a project under the CPUC's grade separation program from being eligible to receive an allocation for another project for a period of 10 years.	1/24/08	Senate Transportation and Housing Committee	
AB 842 (Jones) Proposition 1C: Regional Planning, Housing and Infill Incentive Account	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. With regard to Proposition 1C housing bond revenues, requires the Department of Housing and Community Development to rank applications for the award of capital improvement project grants under the Regional Planning, Housing and Infill Incentive Account based upon a reduction in the amount of vehicle miles traveled as a result of the project.	1/17/08	Senate Transportation and Housing 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	
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	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 901 (Nunez) 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. 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.</p>	7/5/07	Senate Appropriations Committee	
AB 981 (Ma) Abatement of Abandoned Vehicles	<p>Prohibits the Department of Motor Vehicles from renewing the registration of an abandoned vehicle for which there are outstanding costs.</p>	9/7/07	Senate Transportation and Housing Committee	
AB 995 (Nava) Proposition 1B: Trade Corridors	<p>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.</p>	8/20/07	Senate Floor	

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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 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	

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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	
AB 1221 (Ma) Transit Village Developments: Tax Increment Financing	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.	6/20/07	Senate Local Government Committee	Support

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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	

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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 1590 (Leno) Local Vehicle Assessment: San Francisco	<p>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.</p>	6/1/07	Senate Revenue and Taxation Committee	

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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 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 1756 (Caballero) Local Infrastructure: Public-Private Partnerships	Requires the Business, Transportation and Housing Agency to establish the Office of Local Public-Private Partnerships to inform local agencies and other interested stakeholders regarding the role that public-private partnerships can play in financing, constructing and/or operating fee-producing local infrastructure projects. Specifies that the duties of the Office of Local Public-Private Partnerships shall included the following: (a) providing information to local agencies and other interested stakeholders regarding public-private partnerships; (b) serving as a clearinghouse of information regarding local agency use of public-private partnerships to build infrastructure in this state and elsewhere; and (c) establishing a service to link local agencies with technical and legal resources to assist in developing and evaluating requests for proposals for public-private partnership projects, and to assist in structuring agreements to protect a local agency's interests in a public-private partnership.	As Introduced	Assembly Local Government Committee	

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AB 1815 (Feuer) California Transportation Infrastructure Funding Task Force	Establishes the California Transportation Infrastructure Funding Task Force to report to the Legislature and Governor by January 1, 2010, on alternatives to the current system of taxing road users through per-gallon fuel taxes.	As Introduced	Assembly Transportation Committee	
AB 1836 (Feuer) Infrastructure Financing Districts	Eliminates the requirement for voter approval for bonds issued by an infrastructure financing district.	As Introduced	Assembly Local Government Committee	
AB 1850 (DeVore) Office of Public-Private Partnerships	Creates the Office of Public-Private Partnerships within the Governor's Office. Authorizes the Office of Public-Private Partnerships to negotiate and enter into partnership agreements between state agencies and private enterprises to construct and maintain infrastructure, subject to the following conditions: (a) the total amount of funds committed by private enterprises in all partnership agreements executed in any single fiscal year must not exceed \$25 billion; (b) the state must not incur debt to perform its duties under any partnership agreement; (c) prior to executing a partnership agreement on behalf of the state, the Office of Public-Private Partnerships must provide 90 days' notice to the Legislature. Repeals the Office of Public-Private Partnerships on January 1, 2019.	As Introduced	Assembly Business and Professions Committee	
AB 1904 (Torrico) STIP: County Share Calculations	Changes the method for calculating state highway miles for a particular county with regard to its formula share under the State Transportation Improvement Program (STIP). Specifically, provides that the total number of non-freeway miles must be calculated so that it is not less than the total number of non-freeway miles that existed in a county on January 1, 2009.	As Introduced	Assembly Transportation Committee	
AB 2295 (Arambula) STIP: Local Streets and Roads	Allows local roadway rehabilitation projects to be eligible for funding under the State Transportation Improvement Program (STIP).	As Introduced	Assembly Transportation Committee	
ABX3 3 (Budget Committee) State Budget Reductions	Amends the FY 2008 State Budget Act by reducing appropriations to various state agencies pursuant to the fiscal emergency declared by the Governor by proclamation on January 10. Authorizes the Department of Finance to use \$409 million in Public Transportation Account funding to reimburse the General Fund for expenditures related to the costs of providing home-to-school transportation in FY 2008. Specifies that the Legislature hereby finds that transporting students to schools is a component of the state's mass transportation program.	2/15/08	Signed into Law: Chapter #1	
ABX3 7 (Budget Committee) Highway Users Tax Account	Requires transfers of fuel tax revenues from the Highway Users Tax Account to cities and counties for local streets and roads that would otherwise be made during the months of March through July to be deferred until September.	2/15/08	Signed into Law: Chapter #5	

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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	
ACA 10 (Feuer) Bonded Indebtedness: Transportation Infrastructure	<p>Allows a local agency to impose, extend or increase any special tax for the purpose of paying the principal, interest and redemption charges on bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of transportation infrastructure if the tax is approved by the voters by a 55 percent majority. Allows a local agency to incur indebtedness in the form of general obligation bonds to fund the construction, reconstruction, rehabilitation, or replacement of transportation infrastructure if the bond issuance is approved by the voters by a 55 percent majority.</p>	As Introduced	Assembly Desk	

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	
<p>SB 53 (Ducheny) State Highways: Performance Measures</p>	<p>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.</p>	4/10/07	Assembly Floor	

State Senate Bills	Subject	Last Amended	Status	VTA Position
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 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 286 (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 or authorities, and congestion management agencies to adopt criteria that give priority in the selection of these projects to the sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps or the California Conservation Corps to construct or undertake the project. 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 include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the California Conservation Corps as partners with applicants that commit to employ the services of corps members in the construction of those projects.	1/17/08	Assembly Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 375 (Steinberg) Transportation Planning: Sustainable Communities Strategy	<p>By July 1, 2009, requires the California Transportation Commission (CTC) to adopt guidelines for travel demand models used in the development of regional transportation plans (RTPs) by: (a) federally designated metropolitan planning organizations; (b) county transportation agencies or commissions 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 RTPAs to develop and include in their RTPs a “sustainable communities strategy” that: (a) identifies areas within the region sufficient to house all the population of the region over the course of the planning period taking into account net migration into the region, population growth, household formation, and employment growth; (b) identifies a transportation network to service the transportation needs of the region; (c) identifies significant resource areas and farmland; (d) sets forth a development pattern for the region, a transportation network, and other transportation measures that will reduce greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, targets developed by the California Air Resources Board (CARB); and (e) will allow the RTP to comply with the federal Clean Air Act. By January 1, 2010, requires CARB to provide specified regions with greenhouse gas emissions reduction targets for the automobile and light truck sectors for 2020 and 2035, and to update the regional targets, as specified, until 2050. Requires certain transportation planning and programming activities undertaken by specified RTPAs to be consistent with the sustainable communities strategy contained in the applicable RTP. Exempts projects programmed for funding before December 31, 2011, from the requirement of consistency with the sustainable communities strategy in the applicable RTP if they: (a) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program; (b) are funded with Proposition 1B bond revenues; or (c) were specifically listed in a ballot measure prior to December 31, 2006, approving a local sales tax increase for transportation projects. 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, housing and open space elements are consistent with its region’s sustainable communities strategy.</p>	1/28/08	Assembly Appropriations Committee	
SB 445 (Torlakson) Road User Task Force	<p>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.</p>	3/6/08	Assembly Transportation Committee	Support

State Senate Bills	Subject	Last Amended	Status	VTA Position
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 585 (Lowenthal) Vehicles: Disabled Parking	Makes it unlawful for a person to park or leave standing a vehicle in a stall or space designated for disabled persons or disabled veterans in a state parking facility, unless the vehicle displays the special disability license plate or placard. Provides for a civil penalty of not less than \$250 for unlawfully parking or leaving standing a vehicle in a stall or parking place designated for a disabled person or disabled veteran.	1/7/08	Assembly Desk	
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	

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 732 (Steinberg) Proposition 84: Sustainable Communities Council	<p>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.</p>	9/7/07	Assembly Floor	

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	
SB 791 (Corbett) State Transportation Improvement Program	<p>Deletes provisions in existing law requiring the California Transportation Commission (CTC) to make reports to the Legislature regarding the success of SB 45 (Kopp).</p>	1/7/08	Assembly Desk	

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 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	
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 1316 (Correa) Toll Facilities: Orange and Riverside Counties	Authorizes the Orange County Transportation Authority (OCTA) to eliminate its rights, interests and obligations relative to the Riverside County portion of the State Route 91 toll lane by partial assignment to the Riverside County Transportation Commission or by amendment to the franchise agreement. Authorizes the Riverside County Transportation Commission to impose tolls for 50 years on a lane on its portion of State Route 91. Authorizes these toll revenues to be used for capital and operating expenses of the toll lane, including debt service, and for transportation purposes in the State Route 91 Corridor in Riverside County.	As Introduced	Senate Transportation and Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SCA 1 (McClintock) 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, 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.</p>	2/5/07	Senate Judiciary Committee	
SCA 5 (McClintock) State and Local Government Taxation	<p>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.</p>	3/21/07	Senate Revenue and Taxation Committee	
SCA 6 (McClintock) General Obligation Bonds	<p>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.</p>	As Introduced	Senate Governmental Organization Committee	

**CALIFORNIA STATE LEGISLATURE
2008 Regular Session Calendar**

DAY	JANUARY
1	Statutes signed into law in 2007 take effect.
7	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
18	Last day for policy committees to hear and report fiscal bills introduced in their house in 2007.
25	Last day for any committee to hear and report to the floor bills introduced in their house in 2007.
25	Last day to submit bill requests to the Legislative Counsel's Office.
31	Last day for bills introduced in 2007 to be passed out of their house of origin.

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

DAY	MARCH
13	Spring Recess begins upon adjournment.
24	Legislature reconvenes from Spring Recess.

DAY	APRIL
18	Last day for policy committees to hear and report fiscal bills introduced in their house in 2008.

DAY	MAY
2	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house in 2008.
23	Last day for fiscal committees to hear and report to the floor bills introduced in their house in 2008.
30	Last day for bills introduced in 2008 to be passed out of their house of origin.

DAY	JUNE
15	Budget must be passed by midnight.
26	Last day for a legislative measure to qualify for placement on the November 4, 2008, general election ballot.
27	Last day for policy committees to hear and report bills introduced in the other house.

DAY	JULY
3	Summer Recess begins upon adjournment, provided the budget bill has been enacted.

DAY	AUGUST
4	Legislature reconvenes from Summer Recess.
15	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.
22	Last day to amend bills on the Assembly and Senate floors.
31	Last day for each house to pass bills. Final Recess begins at the end of this day's session.

DAY	SEPTEMBER
30	Last day for the Governor to sign or veto bills passed by the Legislature before September 1, and in his possession after September 1.

DAY	OCTOBER

DAY	NOVEMBER
4	General Election.

DAY	DECEMBER
1	The 2009-10 regular legislative session convenes.