

Date: \_\_\_\_\_ April 2, 2008

Committee Meeting Date: \_\_\_\_\_ April 17, 2008

Board Meeting Date: \_\_\_\_\_ May 1, 2008

**BOARD MEMORANDUM**

**INFORMATION ITEM**

**TO:** Santa Clara Valley Transportation Authority  
Board of Directors

**THROUGH:** Michael T. Burns  
General Manager

**FROM:** Kurt Evans  
Government Affairs Manager

**SUBJECT:** Monthly Legislative History Matrix

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**FOR INFORMATION ONLY**

**BACKGROUND:**

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.

**DISCUSSION:**

The various policy committees in the Assembly and Senate are beginning to hold hearings on new bills that were introduced in 2008. The deadline for policy committees to approve legislation with a fiscal impact is April 18. While numerous transportation-related measures have surfaced, there appears to be an emphasis on the following three areas: (1) public-private partnerships for infrastructure projects; (2) public tolling and pricing of transportation facilities; and (3) transportation-related fees, primarily vehicle registration surcharges.

**Key Legislation Relating to Public-Private Partnerships:**

AB 1756 (Caballero): Requires the secretary of the Business, Transportation and Housing Agency to establish within the agency the Office of Local Public-Private Partnerships. Under the provisions of this legislation, the primary role of this new office would be to inform local agencies of the role public-private partnerships could play in the development of fee-producing local infrastructure projects.

AB 1850 (Devore): Establishes the Office of Public-Private Partnerships within the Governor's Office to negotiate and execute agreements between state agencies and

private-sector partners for the construction and maintenance of infrastructure, subject to specified conditions.

AB 2495 (Feuer): Expresses the intent of the Legislature to enact a bill to allow the state to create public-public partnerships with local government agencies to create fee-producing infrastructure projects and facilities.

AB 2600 (Niello): Expresses the intent of the Legislature to enact a bill authorizing state and local governmental entities to enter into performance-based infrastructure agreements for the development of infrastructure projects and facilities.

AB 2732 (Levine): Expresses the intent of the Legislature to enact a bill to conduct a study analyzing the areas of state government that could benefit the most from public-private partnerships.

**Key Legislation Relating to Public Tolling and Pricing of Transportation Facilities:**

AB 1954 (Jeffries): Authorizes a value pricing and transit development demonstration program administered by the Riverside County Transportation Commission involving high-occupancy toll (HOT) lanes along I-15 in Riverside County.

AB 3021 (Nava): Establishes the California Transportation Financing Authority to assist local public transportation agencies with the development of state highway improvement projects financed by revenue bonds. Under the provisions of this measure, the California Transportation Financing Authority may allow a local project sponsor or Caltrans to collect tolls as one source of revenue to pay debt service on the bonds, as well as to operate and maintain the project over the life of the bonds.

SB 61 (Runner): Expands the authority in current law for local public agencies and Caltrans to develop and operate HOT lanes and toll roads.

SB 486 (Ducheny): Establishes the Otay Mesa East Toll Facility Authority. The legislation allows the authority to issue revenue bonds, backed by tolls, for the construction, operation, maintenance, or rehabilitation of State Route 11 or other international border crossing facilities in San Diego County.

SB 1316 (Correa): Authorizes the Orange County Transportation Authority to transfer its rights and obligations under its franchise agreement with Caltrans for the portion of State Route 91 in Riverside County to the Riverside County Transportation Commission. The bill also allows the Riverside County Transportation Commission to charge tolls on this portion of State Route 91 for up to 50 years.

SB 1363 (Perata): Extends by one year the sunset date in current law for when Caltrans and regional transportation agencies may enter into up to four comprehensive lease agreements with private entities for transportation projects, including toll facilities, on the state highway system, provided the projects are designed for improving goods movement.

**Key Legislation Relating to Transportation Fees:**

AB 444 (Hancock): Authorizes five congestion management agencies in the Bay Area, including VTA, to impose a vehicle registration surcharge of up to \$10 to fund a program for managing traffic congestion, subject to a majority vote of their respective electorates.

AB 2388 (Feuer): Expresses the intent of the Legislature to enact a bill to revise the state's Vehicle License Fee Law to include fees on passenger vehicles for weight and carbon dioxide emissions.

AB 2558 (Feuer): Authorizes the Los Angeles County Metropolitan Transportation Authority to impose a climate change mitigation and adaptation fee on motor vehicles, subject to majority voter approval.

AB 2744 (Huffman): Rather than a regional gas tax, amends MTC's enabling statutes to instead allow the commission to impose a regional gas fee to be approved by a simple majority vote of the electorate in the Bay Area to fund projects that would offset the congestion and climate change impacts of motor fuel consumption.

SB 445 (Torlakson): Authorizes regional transportation agencies to impose a greenhouse gas mitigation fee on vehicle registrations within their respective jurisdictions, subject to majority voter approval.

SB 974 (Lowenthal): Imposes a fee on each shipping container processed in the Ports of Los Angeles, Long Beach and Oakland to fund project that would: (a) improve the flow of container cargo to and from these ports; and (b) mitigate air pollution caused by the movement of container cargo to and from these ports.

SB 1731 (Yee): Authorizes MTC to impose a \$1 vehicle registration surcharge in the Bay Area in order to implement congestion management strategies in the region, including an expansion of Caltrans' traffic operations system and ramp metering.

Prepared by: Kurt Evans, Government Affairs Manager