



LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

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STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 277 Ammiano (D) Transportation: local retail transaction and use taxes: Bay Area.	Amended 05/11/09; To 3 rd reading in SEN Trans & Housing Com. 06/29/09	The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.	Watch
AB 744 Torrice (D) Transportation: Bay Area high-occupancy vehicle network.	Amended 06/23/09; to SEN Trans & Housing Com. 06/30/09	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.	Support
AB 1219 Evans (D) Public transportation: Solano Transportation Authority.	SEN Transportation and Housing Com. 07/07/09.	The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.	Sponsor and support

Bill Number/Topic	Location	Summary	Position
AB 1414 Hill (D) Transportation planning- Health & Safety: Controlled Substances	Amended 04/30/09 to irrelevant subject.	Existing law provides for apportionment of federal funding to the state for allocation to metropolitan planning organizations for the purpose of transportation planning activities. This bill would make a nonsubstantive change to these provisions.	
ACA 9 Huffman (D) Local government bonds: special taxes: voter approval.	Amended 06/26/09. To ASM Com. On Apr.	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.	Support
ACA 10 Torlakson (D) Taxation: Education Finance District: special tax	To ASM Third reading 06/29/09	Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.	
ACA 15 Arambula (D) Local government transportation projects: special taxes: voter approval	ASM inactive file 06/29/09	Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.	Support 06/10/09

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<p>SB 205 Hancock (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>ASM Trans. Com. 06/29/09</p>	<p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.</p>	<p>Support</p>
<p>SCA 6 Simitian (D)</p> <p>Taxation: educational entities: parcel tax.</p>	<p>SEN third reading 06/29/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p>SCA 12 Kehoe (D)</p> <p>Public safety services: local government.</p>	<p>SEN third reading 06/29/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p>SB 716 Volk (D)</p> <p>Local transportation funds.</p>	<p>Amended 05/19/09 To ASM Trans Com. 07/06/09</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.</p>	<p>Watch</p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<p><u>HR 1571</u> Tauscher (D-CA) Private investment in Commuter Vanpooling Act of 2009</p>	<p>Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09</p>	<p>This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.</p>	
<p><u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i></p>	<p>06/26/09:Passed/ agreed to in House by recorded vote: 219 - 212</p>	<p>To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill’s enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support “complete streets” policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.</p>	
<p><u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act</p>	<p>05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.</p>	<p>This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.</p>	