



Legislative Bulletin | May 29, 2009

Sponsored Bill Passes on Assembly Floor

[AB 1072 \(Eng\)](#) **Proposition 1B Allocations for Transit**

Sponsored by the California Transit Association, this bill provides certainty to operators and allows for long-range planning and contracting by locking in the formula on all remaining funds in the PTMISEA program. The bill also contains an expenditure program mechanism, whereby agencies would be required to submit an expenditure plan for their share of the remaining funds available, in order to support advocacy for sufficient annual appropriations from the PTMISEA. Furthermore, AB 1072 will allow recipients to “bank” their allocations over multiple years so that they can accumulate funds for large high-priority projects and also allow for borrowing between agencies to ensure that each allocated dollar is being utilized.

Status: This bill passed on the Assembly floor this week, and will now go to the Senate Transportation and Housing Committee. We urge you to send a letter of support. Please [click here](#) for a letter template.

Update on Other Priority Bills

The following bills passed out of the Assembly Appropriations Committee yesterday and will move to the Assembly Floor:

[AB 266 \(Carter\)](#) **Transportation Needs Assessment**

This bill requires the California Transportation Commission (CTC) to, on an every-5-year basis, to develop an assessment of the unfunded costs of programmed state projects and federally earmarked projects in the state, as well as an assessment of available funding for transportation purposes and unmet transportation needs on a statewide basis.

Position: Support

[AB 744 \(Torrico\)](#) **Bay Area Express Lane Network**

This bill authorizes the Bay Area Toll Authority (BATA), which is the Metropolitan Transportation Commission’s (MTC) affiliate agency that currently administers toll revenue from the region’s seven toll bridges, to finance, construct, and operate an

800-mile express lane network, involving conversion of 500 miles of existing or fully funded HOV lanes to congestion-priced express lanes.

The network is expected to provide free-flowing traffic for carpools, buses, and toll payers, using congestion pricing. The bill requires that at least 95 percent of net revenue be reinvested in the corridor from which it was generated and prioritizes these funds for cost-effective public transit improvements or projects that reduce emissions. The revenue source created by this bill will help support transit investment in the Bay Area

Position: Support

AB 823 (Hill) Vehicle repair assistance and retirement program

This bill incentivizes the retirement of polluting vehicles and encourages the use of public transit as an alternative mode of transportation. AB 823 increases the amount to \$2,000 paid to an owner of a vehicle that fails a smog check and chooses to retire the vehicle, and restricts such funding to low-income individuals. The Department of Consumer Affairs would be authorized, in lieu of this payment, to offer transit vouchers to the owner of a motor vehicle (with a value equivalent to that amount) who retires the vehicle from operation in accordance with the program.

Position: Support

ACA 15 (Arambula) Voter Requirement for Transportation-Related Special Taxes

This bill amends the California Constitution to change the two-thirds voter-approval requirement for transportation related special taxes to 55%. ACA 15 will provide local governments and residents with the ability to make vital investments in local transportation projects, including transit, while providing economic stimulus to their region.

Position: Support

Please contact Legislative and Regulatory Assistant Sabrina Means at sabrina@caltransit.org if you have any questions.