

East Bay EDA Legislative Positions

August 1, 2007

Transportation:

- **SB 9 (Lowenthal) – Trade Corridor Improvement Fund**
Description: This bill provides direction to the California Transportation Commission (CTC) regarding the implementation of the \$2 billion Proposition 1B Trade Corridors Improvement Fund and outlines project selection criteria. The bill places emphasis on corridors with significant goods movement volume and reduced emissions.

Status: Voted out of the Senate and will be heard in the Assembly. The bill will likely be amended to provide additional guidance on project selection.

Position: Adopt Advocacy principles – Support proposals to assign specific dollar amounts to regions defined in the “Goods Movement Action Plan” and maintain the 1:1 match including flexibility to match for highway projects.

- **SB 974 (Lowenthal) Port Container Fee**
Description: This bill requires the Ports of Oakland, Los Angeles and Long Beach to collect a user fee from the owner of a container moving through the ports at a rate not to exceed \$30 per container. Half of the revenues would be dedicated to a Congestion Relief Fund administered by the California Transportation Commission (CTC) and the other half dedicated to a Port Mitigation Fund administered by the State Air Resources Board (ARB).

Status: Voted out of Senate and moved to Assembly.

Position: Support and seek amendments – Recommend user fees be held in a special trust account for congestion mitigation and emissions mitigation. Projects funded from the trust would be selected by the Port in consultation with the CTC and the Metropolitan Transportation Commission.

- **AB 444 (Hancock) Congestion Management: Motor Vehicle Registration Fee**

Description: The bill would authorize the County Congestion Agencies in Alameda, Contra Costa, Marin, Santa Clara and Solano 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 transportation programs and projects within the County. The bill would require the governing board of the congestion management agency to adopt a specific expenditure plan relative to the use of the registration fees.

Status: Suspense file.

Position: Support.

Housing and Land-Use

SB 375 (Steinberg) Transportation Planning

Description: The bill would require the California Transportation Commission (CTC) to adopt guidelines for travel demand models used in the development of the regional transportation plans. The intent of the bill is to align transportation funds with regional strategies designed to reduce reliance on automotive use and vehicles miles traveled. The bill requires the regional agency to develop a "preferred growth scenario" to reduce greenhouse gas emissions from vehicles.

Status: Moved out of Senate and Assembly Transportation and next goes to Assembly Committee on Appropriations.

Position: Oppose.