

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**Priority Legislation Matrix – May 7, 2008**

| BILL   | AUTHOR    | TOPIC   | SUMMARY   | STATUS     | POSITION   |
|--------|-----------|---|---|------------|--|
| SB 375 | Steinberg | Transportation planning: travel demand models | <p><i>From amendment dated 3/24/08.</i> This bill continues to be a “work in progress.” Federally designated metropolitan planning organizations (AMBAG) and transportation agencies in areas that have been designated as nonattainment areas under the federal Clean Air Act would be subject to the requirements of the bill.</p> <p>This bill would require the CTC, by July 1, 2009, to adopt guidelines for travel demand models used in the development of regional transportation plans. This bill would also require the regional transportation plan to include a sustainable communities strategy, designed to achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. The bill would require the State Air Resources Board to provide affected region with greenhouse gas emission reduction targets. The bill would require certain transportation planning and programming activities to be consistent with the sustainable communities strategy contained in the regional transportation plan, but would state that certain transportation projects programmed for funding on or before December 31, 2011, are not required to be consistent with the sustainable communities strategy. To the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, the bill would require agencies to prepare a supplement to the sustainable communities strategy that would achieve the targets through alternative development patterns or additional transportation measures.</p> <p>This bill would require the environmental document prepared pursuant to CEQA to only examine the significant or potentially significant project specific impacts of a project located in a local jurisdiction that has amended its general plan so that the land use, housing, and open-space elements of the general plan are consistent with the sustainable communities strategy, if the project meets certain requirements. No additional CEQA review would be required. The bill would also authorize the legislative body of a local jurisdiction to adopt traffic mitigation measures for future residential projects that meet specified criteria. This bill would provide no funds to entities to implement.</p> | A. Approps | <p style="text-align: center;"><b>1/08 RTC requested amendment to ensure sales tax measures in 2008 &amp; 2010 not inadvertently prevented from moving forward.</b></p> <p style="text-align: center;"><b>5/08 Staff Rec: Oppose Unless Amended</b><br/><i>(See separate staff report)</i></p> |

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|--------|-----------|--|---|--------------------|--|
| SB 286 | Lowenthal | Transportation enhancement funds:<br>conservation corps. | <i>1/17/08 Gut and Amend:</i> This bill, with respect to federal funds made available to the state for transportation enhancement projects, would require 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, as defined, or the CA Conservation Corps to construct or undertake the project .The bill would authorize these agencies and the Dept. of Trans. to enter into cooperative agreements, grant agreements, or procurement contracts with community conservation corps pursuant to certain simplified contract requirements. The bill would require the CTC, when developing guidelines for the state transportation improvement program and the state highway operations and protection program, to include guidance to encourage the allocation of funds for transportation enhancement projects to community conservation corps and the CA Conservation Corps as partners with applicants that commit to employ the services of corps members in the construction of those projects. The bill would make related legislative findings and declarations.  | <b>A. Approps.</b> | <b>Staff Rec:<br/>Watch</b><br><i>Communicate concern that giving priority to projects that partner with CCC to construct project may not always be reasonable</i> |
| SB 445 | Torlakson | Greenhouse gas mitigation fee                            | <i>3/6/08 Gut and Amend:</i> This bill would authorize specified regional transportation agencies to impose a greenhouse gas mitigation fee on vehicles subject to registration within the jurisdiction of the agency implementing the fee. The bill would require the fee to be implemented pursuant to a plan, which would be required to contain an expenditure plan describing specified transportation projects and programs to be funded from fee revenues. The fee would be subject to majority approval of the governing board of the implementing agency and majority voter approval of a ballot measure containing the expenditure plan and the proposed fee in the jurisdiction where the fee is to be imposed. The fee would be collected by the Department of Motor Vehicles. <i>Amended 4/28/08 technical amendments:</i> RTPA could vary fee depending on the gross vehicle weight rating of the vehicle, or the miles per gallon rating of the vehicle, or both. Funds could be used on the following: Public transit, congestion management, road maintenance and construction, grants or other funding for educational institutions to research ways to reduce greenhouse gas emissions attributed to the motor vehicles; conservation incentives for vehicle owners, including rebates for the most fuel-efficient motor vehicles; and transit-oriented development. | <b>A. Trans</b>    | <b>Staff Rec:<br/>Support</b>  |
| SB 716 | Perata    | Transit operators  | This bill would specify the requirements for an eligible project sponsor, as defined, to receive an allocation of funds appropriated from the Prop 1B Public Transportation Modernization, Improvement, and Service Enhancement Account. The bill would require the California Transportation Commission and the Controller to administer these provisions.   | <b>A. Approps</b>  | <b>Watch</b>   |

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| SB 748  | Corbett | Transportation:<br>state-local<br>partnerships   | This bill would state the purposes of the Prop 1B State-Local Partnership Program and would require the California Transportation Commission to adopt guidelines for the program. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program from bond funds in each of 5 fiscal years beginning in the 2007-08 fiscal year. The bill would define eligible local matching funds under the program for purposes of the required dollar-for-dollar match, and would establish an application procedure for eligible applicants to nominate projects. The bill would limit the amount of bond funding for a single project to \$25,000,000 in a single funding cycle. The bill would describe the categories of projects that may be funded through the program, would establish timelines for expenditure of the funds, and would provide for the reallocation of funding if those timelines are not met. The bill would require the CTC to include in its annual report to the Legislature a summary of its activities related to the program. <i>The 07-08 State Budget allocated \$200 million to the California Transportation Commission for this program, which is slated for allocation sometime before June 20, 2010. <b>This bill is not currently moving.</b></i> | <b>A. Approps<br/>Suspense File</b>                                   | <b>Watch</b><br><i>RTC requested<br/>broader def of<br/>eligible projects &amp;<br/>matching funds<br/>5/17/07-- Memo sent<br/>6/29</i>  |
| SB 1507 | Oropeza | Highway<br>construction:<br>school boundaries.   | <i>From amended text dated 4/21/08.</i> Would prohibit the CTC from authorizing the construction or expansion of, and the department from constructing or expanding, a state highway within 1/4 mile of a school boundary, including repair and rehabilitation of state highway facilities, with exceptions for certain operational or safety improvements and for high-occupancy vehicle lanes. The bill would also prohibit a project subject to this restriction from being included in a regional transportation improvement program adopted by a transportation planning agency.   | <b>5/5/08 S.<br/>Approps<br/>Suspense File</b>                        | <b>Watch</b><br><i>Staff sent letter<br/>4/10/08 expressing<br/>concern about<br/>constraints to HOV,<br/>safety, &amp;<br/>operational<br/>improvements.<br/>4/21/08 amendments<br/>addressed these<br/>concerns, staff<br/>concerned with<br/>impact to repairs<br/>projects</i> |
| SB 1731 | Yee     | Vehicles: fees:<br>Metropolitan<br>Transportation<br>Commission:<br>congestion<br>mitigation | Would additionally authorize the Metropolitan Transportation Commission to impose a \$1 vehicle registration fee in the counties under its jurisdiction for the purpose of implementing congestion mitigation strategies within the region. Upon a determination to impose the fee, the bill would require MTC to adopt a program of projects that will be funded by the fee revenues, as specified, and would establish standards for the modification of a project or as applied to a project that exceeds \$10,000,000. <i>From amendment dated 4/23/08.</i>   | <b>5/1/08 S. Floor<br/>Vote: 35-0<br/>5/8/08 S. Third<br/>Reading</b> | <b>Staff Rec:<br/>Support if amended<br/>to add SCCRTC.</b><br><i>Could help sustain<br/>FSP service, since<br/>STIP unreliable.</i>   |

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|---------|---------|--|---|---|---|
| SB 1760 | Perata  | Energy:<br>greenhouse gas<br>emissions | Would create the Climate Action Team (CAT), consisting of representatives from specified state agencies that would be responsible for coordinating the state's overall climate policy. The CAT, on or before January 1, 2010, and annually thereafter, would be required to prepare, adopt, and present to the Legislature, a strategic research, development, and demonstration plan (plan) that establishes priorities and identifies key expenditure categories for research, development, demonstration, and deployment funds to be expended by the state agencies represented on the CAT for the following fiscal year. The CAT, on or before January 1, 2010, and biennially thereafter, would be required to prepare and adopt a climate change impact adaptation and protection plan that includes specified information. The bill would require research, development, and demonstration funds that are administered by the Department of Transportation and are allocated for clean technology, environmental protection, and public interest energy research to be expended consistent with the plan. This bill contains other related provisions and other existing laws. <i>From text dated 2/22/08.</i> | <b>S.<br/>Environmental<br/>Quality</b> | <b>Watch</b>  |
| AB 444  | Hancock | Congestion<br>Management               | Allows vehicle registration fees, up to \$10 per vehicle, to be imposed for congestion management programs in Alameda, Contra Costa, Marin, Santa Clara, Solano, and <b>Santa Cruz (requested to be added)</b> Counties. The bill would authorize the county congestion management agency or its equivalent, 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 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 congestion management agency to adopt a specified expenditure plan.   | <b>S. Revenue &amp;<br/>Taxation</b>    | <b>Support if amended<br/>to add<br/>Santa Cruz County</b><br><i>Request Letter sent<br/>7/5/07</i> |

| BILL       | AUTHOR | TOPIC  | SUMMARY  | STATUS   | POSITION   |
|------------|--------|--|--|--|--|
| AB 842     | Jones  | Regional plans:<br>traffic reduction                         | This bill would require the CTC to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. This bill would require an unspecified sum to be made available, upon appropriation, from the Regional Planning, Housing, and Infill Incentive Account to the Department of Housing and Community Development to fund grants to assist agencies of local government in the planning and production of infill housing- The bill would also require an unspecified sum to be allocated from the Transit-Oriented Development Account to the Transit-Oriented Development Implementation Program, in the amount of an unspecified sum for loans and an unspecified sum for grants. The bill would also require the department, in ranking applications received for infill housing and the Transit-Oriented Development Implementation Program, to award a substantial preference to applications for projects that meet specified criteria. <i>From amendment dated 1/17/08</i> | <b>S.<br/>Transportation<br/>&amp; Housing</b> | <b>Watch</b><br><i>Concerns raised by<br/>Self Help Co's about<br/>feasibility of 10%<br/>reduction VMT goal.</i>                          |
| AB<br>1351 | Levine | State-Local<br>Partnership<br>Program                        | <i>As amended 7/12/07.</i> Enacts provisions governing the State-Local Partnership Program (SLPP), to be funded by Proposition 1B. The bill would state the intent of the Legislature to appropriate \$200,000,000 for the program from bond funds in each of 5 fiscal years beginning in the 2010-11 fiscal year. The bill would define local funds under the program for purposes of the required dollar-for-dollar match as revenues from any locally imposed sales tax for transportation. The bill would require the CTC to allocate the program funds to certain local public entities who apply to the program for funding of eligible projects, as defined, according to certain procedures and unspecified deadlines, but subject to reallocation to other projects if the applicant fails to meet various requirements for timely use of funds.  | <b>S. Approps<br/>Suspense File</b>            | <b>Watch</b><br><i>RTC requested<br/>broader def of<br/>eligible projects &amp;<br/>matching funds<br/>5/17/07-- Memo sent<br/>6/29/07</i> |
| AB<br>1358 | Leno   | Planning:<br>circulation<br>element:<br>transportation       | <i>As amended 7/18/07.</i> Would require, commencing January 1, 2010, that the legislative body of a city or county, upon any revision of the circulation element of the general plan, modify the circulation element to accommodate the safe and convenient travel of users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.  | <b>S-Inactive File</b>                         | <b>Watch</b><br><i>9/6/07 – RTC voted<br/>to take “Watch”<br/>position.<br/>Bike Com Rec<br/>“Support”</i>                                 |
| AB<br>1815 | Feuer  | CA Transportation<br>Infrastructure<br>Funding Task<br>Force | <i>From text dated 1/17/08.</i> This bill would create, until January 1, 2010, the California Transportation Infrastructure Funding Task Force, with 14 members appointed by the Legislature, Governor, California Transportation Commission, city and county organizations, and other specified entities. The bill would require the task force to hold at least 3 public hearings around the state and 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. The bill would make legislative findings and declarations in that regard.   | <b>A. Trans</b>                                | <b>Staff Rec:<br/>Watch</b>  |

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|---------|----------|---|---|----------------------------------|--------------------|
| AB 1836 | Feuer    | Infrastructure Financing<br>Districts: voter approval: repeal | <p><i>As amended 4/16/08.</i> Existing law allows a legislative body to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, such as highways, (with property taxes), upon voter approval.</p> <p>This bill would eliminate the requirement of voter approval and allow the legislative body to create the district, adopt the plan, and issue the bonds by resolutions.</p>  | 5/8/08 A. Third Reading          | Staff Rec: Support |
| AB 1904 | Torricon | Transportation: programming of projects                       | <p><i>As amended 4/14/08.</i> Existing law provides for STIP county shares to be calculated based 75% on the population of a county and 25% on the total state highway miles in a county. This bill, for purposes of calculation of state highway miles in a county for the county shares formula, would provide that the total number of state highway miles in a county shall be calculated so that it is not less than the total number of state highway miles that existed in the county on January 1, 2008. This will allow Caltrans to relinquish state highways to local governments without repercussion on STIP funding.</p> <p>The bill would also require the CTC, along with other transportation related entities to, develop guidelines establishing a process for a transportation planning agency to exchange specified state transportation funds apportioned to a county for specified federal transportation funds, enabling them to bond against future federal appropriations and accelerate their projects.</p> | 4/23/08 A. Approps Suspense File | Watch              |
| AB 2195 | Brownley | Rail Transit  | <p><i>As amended 4/2/08.</i> Would authorize the Public Utilities Commission to approve a public transit guideway, or to otherwise carry out its regulatory and oversight duties over public transit guideways, without a hearing. According to the author the purpose of this bill is to ease a cumbersome approval process for the construction of new highway grade crossings by public transit agencies. The author believes that current PUC procedures can delay approval of a transit agency's application to construct a new highway grade crossing by up to 18 months and this delay is a burden on transit agencies.</p>  | A. Approps                       | Watch              |
| AB2295  | Arambula | Transportation Capital Improvement Projects                   | <p><i>From text dated 2/21/08.</i> This bill would state that local road rehabilitation projects are eligible for STIP funds. Currently the CTC approves these funds through discretionary actions which are not protected in statute. Sponsored by the California State Association of Counties and the Regional Council of Rural Counties. A similar bill, AB 2295 (2006), was vetoed by the Governor in 2006 because it "reduced CTC's ability to modify its guidelines to reflect future changes in available funding and transportation policy."</p>   | 5/13/08 S- Trans & Housing       | Staff Rec: Support |

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|---------|--------|---|---|---------------------------|---|
| AB 2388 | Feuer  | Vehicle License Fee Law: passenger vehicles   | <i>As amended 4/3/08.</i> Would impose for the registration of a passenger vehicle (1) a weight fee for a vehicle operated with an unladen vehicle weight of 10,000 pounds or less according to a specified schedule and (2) a carbon dioxide (CO2) fee based on the pounds of CO2 emitted by the vehicle. The bill would apply these provisions to all original registrations on or after July 1, 2010, and to renewal of registrations to vehicles with expiration dates on or after October 1, 2010. The bill would exempt specified persons who are eligible for public assistance from its provisions.   | A. Trans                  | <b>Staff Rec:<br/>Support in concept if funds directed to road repair and emission reduction programs</b> |
| AB 2558 | Feuer  | Los Angeles County Metropolitan Transportation Authority: climate change mitigation and adaptation fee              | <i>As amended 4/23/08.</i> Would authorize the LAMTA to impose a climate change mitigation and adaptation fee in the County of Los Angeles, subject to approval of an ordinance by a majority of the board of LAMTA and majority voter approval of a ballot measure containing the fee and an expenditure plan. The bill would specify 2 alternative options for imposing the fee, which would be either a motor vehicle fuel tax or a vehicle fee, subject to specified maximum amounts. Revenues from the fee, not to exceed 30 years, would be used for public transit and congestion management projects and programs, with capital projects subject to a requirement that they be able to begin construction by December 31, 2018.   | 5/8/08 A. Third Reading   | <b>Staff Rec:<br/>Support if amend to add SCCRTC</b>  |
| AB 2596 | Jones  | California Global Warming Solutions Act of 2006: cities and counties: <del>market based compliance mechanisms</del> | This bill would require the state ARB to quantify a baseline level of greenhouse gas emissions generated by land use and transportation activities in 2009 for each city and county with a population of at least 50,000. The state board would also be required to develop and make available to cities and counties a model that cities and counties may use to quantify the projected level of greenhouse gas emissions for the period from January 1, 2011, through January 1, 2020, that will be generated from land use and transportation activities for each city and county. <i>Amended 4/22/08 to delete authorization to sell, exchange, or auction any emission reductions.</i>   | A. Approps                | <b>Watch</b>  |
| AB 2617 | Duvall | Highways: high-occupancy vehicle lanes  | <i>As amended 4/21/08.</i> The purpose of this act is to ensure that motorists who use high-occupancy vehicle (HOV) lanes have regular and frequent notification that motorcyclists are authorized to ride in HOV lanes. Would require the Department of Transportation or the local authority, where a motorcycle is permitted upon an exclusive or preferential use lane, to post signs advertising such use along the HOV lanes of the highways under their respective jurisdictions and to place and maintain the signs, as specified.  | 5/8/08 A. Third Reading   | <b>Watch</b>  |
| AB 2650 | Carter | Department of Transportation: Environmental Process   | <i>As amended 4/23/08.</i> Existing law gives the Department of Transportation full possession and control of state highways and associated property. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, as specified. The secretary has authorized California to participate in that program, and California has agreed to that participation. A 3-year memorandum of understanding was negotiated between the parties for purposes of state assumption of responsibility for categorical exclusions. This bill would require the department to submit that report to the Legislature by January 1, 2009, and again by January 1, 2010. The bill would also extend the operation of the above-described pilot program provisions until January 1, 2012. | 5/8/08 A-Consent Calendar | <b>Staff Rec:<br/>Support</b>   |

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|------------|------------|---|---|-------------------------------------|---|
| AB<br>2744 | Huffman    | Metropolitan<br>Transportation<br>Commission: fee:<br>motor vehicle fuel          | <i>As amended 4/8/08.</i> Would authorize the Metropolitan Transportation Commission (MTC) to impose a fee on each gallon of motor vehicle fuel, as defined, delivered into the fuel supply tank or tanks of a motor vehicle operated on the streets or highways in the region for a 25-year period. The bill would require MTC to adopt a regional transportation and climate protection expenditure plan for the revenues derived from the fee, if it is imposed. The fee would be levied at a rate established by MTC, but not exceeding \$0.10 per gallon.  | <b>A. Trans</b>                     | <b>Staff Rec:<br/>Support if Amend<br/>to include<br/>SCCRTC</b>                  |
| AB<br>2800 | Huffman    | Automobile<br>insurance: rates  | <i>As amended 4/23/08.</i> Existing law, enacted by the voters in Proposition 103 at the November 8, 1988, statewide general election, requires insurers to set automotive insurance rates and premiums using specified factors, including the number of miles the insured drives annually and any factors the insurance commissioner may specify that have a substantial relationship to the risk of loss. This bill would provide that in determining the number of miles an insured drives, an insurer may apply different rating factors for voluntary insurance-verified annual mileage and applicant-estimated annual mileage. This bill would also make various findings and declarations. This bill contains other existing laws.                         | <b>A-Third<br/>Reading</b>          | <b>Staff Rec:<br/>Support</b><br><i>Consistent with #7h<br/>of RTC Leg Agenda</i> |
| AB<br>2870 | DeSaulnier | Land use:<br>environmental<br>quality   | <i>As amended 4/10/08.</i> Would create the California Blueprint Implementation Commission, consisting of designated members that would, in part, facilitate implementation of regional footprint projects. Would authorize a municipal planning organization or council of governments to adopt a resolution to impose a \$1 motor vehicle registration surcharge to develop and implement a regional blueprint plan. <i>Sponsored by CalCOG.</i>  | <b>A. Approps</b>                   | <b>Watch</b><br><i>Could<br/>institutionalize<br/>blueprints</i>                  |
| AB<br>2971 | DeSaulnier | Fees: construction<br>of bridges and<br>major<br>thoroughfares:<br>fatality rates | <i>As amended 3/24/08.</i> This bill would create the Fair Share for Safety program. The department would be required to conduct an annual analysis for fatality rates of all modes of travel, as specified, and to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel. This would result in increased funding for bicycle and pedestrian safety programs over existing levels. Also authorizes a local agency to require the payment of a fee as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing transportation facilities, including pedestrian, bicycle, transit and traffic-calming facilities. | <b>A. Approps<br/>Suspense File</b> | <b>Staff Rec:<br/>Support in Concept</b>  |
| AB<br>3021 | Nava       | California<br>Transportation<br>Financing<br>Authority                            | <i>As amended 4/8/08.</i> Would create the California Transportation Financing Authority with specified powers and duties relative to issuance of revenue bonds to fund transportation projects to be backed by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to facilitate the construction of additional capacity on the state highway system. The bill will make it easier to develop toll roads by offering financing mechanisms that are preferred alternatives to public-private partnerships scenarios that currently exist.   | <b>A. Approps</b>                   | <b>Watch</b>  |

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|---------|--------|--|--|-----------------|--------------------------------------|
| AB 3039 | Benoit | High-occupancy vehicle lanes   | <i>From text dated 2/22/08.</i> This bill would require Caltrans, at the request of a county transportation commission or a regional transportation planning agency, to modify existing exclusive or preferential lanes that are for buses and other high- occupancy vehicles within the respective jurisdiction of the requesting entity to provide <b>continuous access</b> to buses and other high-occupancy vehicles. The bill would encourage the department to move these modifications in conjunction with planned restriping projects. | <b>A. Trans</b> | <b>Watch</b>                         |
| ACA 10  | Feuer  | Bonded indebtedness: local government: transportation infrastructure | Would create an additional exception to the 1% limit on ad valorem tax on real property for a city, county, or city and county to pay for bonded indebtedness, incurred to fund specified transportation infrastructure, that is approved by 55% of the voters of the city, county, or city and county, as appropriate.  | <b>A. Rules</b> | <b>Staff Rec: Support in Concept</b> |

*This matrix was prepared by JEA and Associates, with modifications by RTC staff.*

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