

**San Francisco County Transportation Authority  
February 2014**

**Bills of Interest**

To view documents associated with the bill, click the bill number link. To view the bill text, click the PDF or HTML link.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 26</a>  Amended 6/25/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bonilla D</a>  (Dist 14)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would specify that moneys from the Greenhouse Gas Reduction Fund are public funds, as defined. The bill would require that moneys from the Greenhouse Gas Reduction Fund only be made available for work at a refinery if the work is related to complying with a market-based compliance mechanism to reduce greenhouse gas emissions, as specified. This bill contains other related provisions.	SENATE 2 YEAR	Watch	Amended to direct cap and trade funds to job training.
<a href="#">AB 105</a>  Amended 8/30/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Committee on Budget</b>	<b>Active Transportation Program.</b> Would create the Active Transportation Program in the Department of Transportation, to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. The bill would provide for funds to be allocated to eligible projects by the California Transportation Commission. This bill contains other related provisions and other existing laws.	SENATE INACTIVE FILE	Watch	This bill would enact the new consolidated ATP as proposed by the Administration. Identical to SB 99; as trailer bills, the leadership elected to send SB 99 forward and SB 99 was approved by the Governor.
<a href="#">AB 160</a>  Amended 5/28/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a>  (Dist 30)	<b>California Public Employees' Pension Reform Act of 2013: exceptions.</b> Would except from the California Public Employees' Pension Reform Act of 2013 (PEPRA), by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law if a federal agency determines there is a conflict with federal law. This bill contains other related provisions and other existing laws.	ASSEMBLY APPROPRIATIONS	Watch	Sponsored by transit unions to exempt members from state pension law reform. Federal law provides transit union members with rights to bargain pension changes which is enforced by Federal Labor Commission.  Held in Assembly Appropriations, but amended with urgency clause to make immune from deadlines.  AB 1222 was approved by the Governor and it addresses the FTA grant conflict with state pension law.

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<a href="#">AB 229</a>  Amended 8/12/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">John A. Pérez D</a>  (Dist 53)	<b>Local government: infrastructure and revitalization financing districts.</b> Would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. This bill contains other related provisions.	ASSEMBLY 2 YEAR	Watch	Expands infrastructure financing district law to include revitalization within a designated district. Would require a 2/3s vote to establish the district and specifically includes the following as authorized projects, among others: highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities.
<a href="#">AB 317</a>  Introduced 2/12/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hall D</a>  (Dist 64)	<b>Transportation: state highways.</b> Current law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Current law sets forth specified program categories for which funds made available for transportation capital improvement projects may be programmed and expended. This bill would make a nonsubstantive change to these provisions.	ASSEMBLY DEAD	New - Remove from Matrix	This is a "spot bill" that will address STIP programming.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
<a href="#">AB 487</a>  Introduced 2/19/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a>  (Dist 60)	<b>Vehicles: confidential home address.</b> Current law makes confidential the home addresses of specified governmental officers and employees and certain other persons that appear in the Department of Motor Vehicles records, if the officer, employee, or other person requests that his or her address be kept confidential, with certain exemptions for information available to specified governmental agencies. This bill would require a person who requests the confidentiality of his or her home address to provide the department with a current employment address for purposes of processing the service and collection of a traffic, parking, or toll road violation. This bill contains other related provisions and other existing laws.	ASSEMBLY DEAD	New - Remove from Matrix	This measure addresses toll revenue violations and permits access to contact information at the employee's job site for processing collections.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.

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<a href="#">AB 574</a>  Amended 4/15/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Lowenthal D</a>  (Dist 70)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.</b> Would require the State Air Resources Board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. This bill contains other existing laws.	ASSEMBLY DEAD	New - Remove from Matrix	Provides a framework for allocation of cap and trade revenue for sustainable transportation purposes.  Would result in a favorable distribution of cap-and-trade revenues to the state's Metropolitan Planning Organizations for programming, and is supported by the Metropolitan Transportation Commission.  Previously adopted a Support position. Recommend removing from matrix because bill is dead and cap and trade revenue allocation will be determined through the development of the Fiscal Year 2014/15 State Budget.
<a href="#">AB 690</a>  Amended 1/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Campos D</a>  (Dist 27)	<b>State government: international relations.</b> Current law requires the California-Mexico Border Relations Council to, among other things, coordinate activities of state agencies that are related to cross-border programs, initiatives, projects, and partnerships that exist within state government. This bill would repeal, and recast those provisions relating to the California-Mexico Border Relations Council. This bill would repeal, and recast those provisions relating to the Office of California-Mexico Affairs.	SENATE RULES	New - Remove from Matrix	Originally extended concept of Infrastructure Financing Districts (IFDs) to also incorporate creation of jobs as a function of the IFD. Also, reduces vote requirement to 55% for establishment of the new districts.  Recent amendments pertain to California - Mexico Border Council.  Previously adopted a Watch position. Recommend removing from matrix.

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<a href="#">AB 749</a> Amended 4/11/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gorell R</a> (Dist 44)	<b>Public-private partnerships (P3).</b> Would create a new Public Infrastructure Advisory Commission (PIAC), with 12 members, of which 5 would be appointed by the Governor, 3 by the Senate Committee on Rules, and 2 by the Speaker of the Assembly. In addition, the Treasurer and the Director of General Services, or their representatives, would serve on the commission. The bill would assign additional duties to the commission, including a requirement for the commission to make a determination for each agreement submitted to it relative to whether the public-private partnership procurement method is suitable for the project, or whether another procurement method should be used, as specified. This bill contains other related provisions and other existing laws.	ASSEMBLY DEAD	New - Remove from Matrix	Restructured PIAC, an advisory body to Transportation Secretary on P3 projects to require their review and approval of P3 project prior to California Transportation Commission (CTC) consideration.  Amended to remove a requirement that PIAC approve a proposed project prior to CTC approval.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
<a href="#">AB 842</a> Introduced 2/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Donnelly R</a> (Dist 33)	<b>High-speed rail.</b> Would, notwithstanding any other law, prohibit federal or state funds, including state bond funds, from being expended by the High-Speed Rail Authority (HSRA) or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.	ASSEMBLY DEAD	New - Remove from Matrix	This measure would stop any further work on the state HSRA project by limiting new expenditures of bond funds.
<a href="#">AB 863</a> Introduced 2/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Torres D</a> (Dist 0)	<b>Transit projects: environmental review process.</b> Would authorize the Department of Transportation to assume certain responsibilities for federal review and clearance under the National Environmental Policy Act of 1969 (NEPA) for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.	ASSEMBLY DEAD	New - Remove from Matrix	MAP 21 provides states with the ability to assume NEPA responsibilities for transit projects. This bill facilitates California access to this provision. Caltrans, as currently staffed, lacks the expertise and staff to carry out this mandate. This responsibility is better left with the Federal Transit Administration.  Previously adopted an Oppose position. Recommend removing from matrix because bill is dead.

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<a href="#">AB 935</a> Amended 4/25/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</b> Would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that members from Contra Costa, San Francisco, San Mateo, and Solano Counties be selected from a list of 3 nominees provided by each of the respective County Transportation Authorities.	SENATE 2 YEAR	Watch	Originally expanded WETA by adding members from Contra Costa County and San Mateo County.  As amended, expands board from 5 to 7 members and directs Governor to make appointments from Contra Costa, San Francisco, San Mateo and Solano Counties from a list of 3 nominees made by the County Transportation Authorities.
<a href="#">AB 1002</a> Amended 4/23/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Vehicles: registration fee: sustainable communities strategies (SCSs).</b> Would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill contains other existing laws.	ASSEMBLY LOCAL GOVERNMENT	Watch	This bill would impose a \$6 vehicle registration fee to fund projects that support planning and implementation of SCSs.  Amended to allocate: 50% - cities/counties for SCS projects 40% - regional entities 10% - Metropolitan Planning Organizations and Regional Transportation Planning Agencies for admin/planning
<a href="#">AB 1046</a> Amended 3/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gordon D</a> (Dist 24)	<b>Department of Transportation: Innovative Delivery Team Demonstration Program.</b> Would authorize the Department of Transportation's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.	SENATE 2 YEAR	Watch	Another bill for Santa Clara to seek better collaboration with Caltrans in their local capital program through a Master Agreement. This bill could have impacts on delivery throughout the rest of Caltrans District 4 area.

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<a href="#">AB 1051</a> Amended 4/8/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Bocanegra D</a> (Dist 39)	<b>Housing.</b> Would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All program would not be implemented until the Legislature appropriates funds for the program. This bill contains other related provisions and other existing laws.	ASSEMBLY DEAD	New - Remove from Matrix	The new Sustainable Communities for All Program relies on cap-and-trade revenue as a critical resource, since the lack of transportation and housing funding threaten the ability of Communities to achieve AB 32 and SB 375 goals.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
<a href="#">AB 1081</a> Amended 8/12/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Medina D</a> (Dist 61)	<b>Economic development: goods-movement-related infrastructure.</b> Current law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, and public postsecondary educational institutions, and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include additional information, including, but not limited to, information related to infrastructure identified by state and federal transportation authorities, recommendations for private sector financing, and strategies to address state goods movement needs, as specified.	SENATE 2 YEAR	Watch	Adds specific requirements to the state's 5-year infrastructure planning process related to goods movement.
<a href="#">AB 1158</a> Introduced 2/22/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Waldron R</a> (Dist 75)	<b>Vehicles: on-street parking for electric vehicles.</b> Current law authorizes local authorities to adopt rules and regulations by ordinance or resolution regarding specified matters, including, among other things, regulating or authorizing the removal by peace officers of vehicles unlawfully parked in a fire lane or on private property. This bill would expressly authorize local authorities to adopt rules and regulations by ordinance or resolution regarding designating and enforcing on-street parking spaces for electric vehicles.	ASSEMBLY DEAD	New - Remove from Matrix	Provides local entities with authority to regulate on-street parking for electric vehicles.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
<a href="#">AB 1179</a> Amended 1/6/2014 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Bocanegra D</a> (Dist 39)	<b>Strategic Growth Council.</b> Current law creates the Strategic Growth Council, consisting of specified state officers and a public member appointed by the Governor, with specified duties relating to coordination of actions of state agencies relative to improvement of air and water quality, natural resource protection, transportation, and various other matters. This bill would add the Superintendent of Public Instruction or his or her designee to the Strategic Growth Council.	SENATE RULES	Watch	Adds to Sustainable Communities Strategies the requirement to include school siting plans.  Amended to add State Superintendent of Schools to Strategic Growth Council.

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<a href="#">AB 1193</a>  Amended 1/23/2014 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Ting D</a>  (Dist 19)	<b>Bikeways.</b> Current law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Current law categorizes bikeways into three classes (Class I, II, and III) of facilities. This bill would additionally provide for a classification of Class IV bikeways, as specified. This bill contains other related provisions and other current laws.	SENATE RULES	Watch	Originally a spot bill related to design of bikeways.  Now imposes broader standards for use by locals in applying bicycle safety criteria.  This bill is a positive incremental step in the effort to allow cities more flexibility to design safer, protected bikeways, also known as "cycle tracks". However, there are ongoing efforts by the San Francisco Municipal Transportation Agency and various cities to encourage Caltrans to adopt the urban street design standards developed by the National Association of City Transportation Officials (NACTO). Adoption of the NACTO standards by Caltrans was specifically recommended in the January 2014 State Smart Transportation Initiative report on Caltrans as an initial step Caltrans can take to improve bicycle safety in California.
<a href="#">AB 1194</a>  Amended 5/24/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Ammiano D</a>  (Dist 17)	<b>Safe Routes to School Program.</b> Would provide that the Safe Routes to School Program may fund both construction and noninfrastructure activities, as specified. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program.	SENATE 2 YEAR	Watch	Dedicates \$46 million annually for Safe Routes to School Program.  This bill was eclipsed by the Administrations' Active Transportation Program bill, SB 99, which dedicates \$24 million for Safe Routes to School projects with at least \$7.2 million for non-infrastructure projects.

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<a href="#">AB 1501</a> Introduced 1/13/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>High-speed rail.</b> Would prohibit the High-Speed Rail Authority (HSRA) from expending the federal funds appropriated to the authority pursuant to the Budget Act of 2012 unless state funds appropriated from the High-Speed Passenger Train Bond Fund or from another state funding source are immediately available to the authority for the purpose of providing matching state funds for the federal funds. This requirement would apply regardless of whether the federal government has authorized the expenditure of the federal funds without the immediate availability of the nonfederal match that is a condition for the award of the federal funds. The bill would also make legislative findings and declarations.	ASSEMBLY TRANSPORTATION	New – Oppose	The intent of this bill is to halt the High-Speed Rail program by prohibiting state funds to be made available to match federal appropriations for the initial construction segment, under contract but not yet underway. The federal Government may permit the federal funds already appropriated to this segment to be drawn down first, in advance of the availability of state match, and the author wants to avoid the “pressure” to approve other state funds later to serve as the non-federal match.
<a href="#">AB 1536</a> Introduced 1/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Olsen R</a> (Dist 12)	<b>Public transportation employees: strikes: prohibition.</b> Would prohibit a state or local public transportation employee or public transportation employee organization from engaging in, causing, instigating, encouraging, or condoning a strike. The bill would also provide that a person who, on behalf of a public transportation employer, exercises authority, supervision, or direction over a public transportation employee shall not have the power to, and shall not purport to, authorize, approve, condone, or consent to a strike by a public transportation employee. This bill contains other related provisions and other existing laws.	ASSEMBLY PRINT	New - Watch	This bill reflects ongoing concern over the effects on mobility of public transit agency employees engaging in strikes during labor negotiations. One measure was presented in committee in January for consideration and failed passage. This is a different members attempt to continue the dialogue on this policy matter.
<a href="#">ACA 8</a> Amended 4/4/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Blumenfield D</a> (Dist 0)	<b>Local government financing: voter approval.</b> Would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.	SENATE GOVERNANCE AND FINANCE	Watch	Author attempted through budget process to see this measure adopted. It would provide locals with authority to seek local bonds for public improvements with 55% voter approval.



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<a href="#">SB 1</a>  Amended 9/3/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Steinberg D</a>  (Dist 6)	<b>Sustainable Communities Investment Authority.</b> Would authorize certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. This bill contains other related provisions and other existing laws.	SENATE 2 YEAR	Watch	Establishes a new process to dedicate tax increment financing to replace Redevelopment Agency law for sustainable community investment plans.
<a href="#">SB 11</a>  Amended 9/6/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a>  (Dist 27)	<b>Alternative fuel and vehicle technologies: funding programs.</b> Alternative fuel and vehicle technologies: funding programs. Would provide that the State Air Resources Board (state board), until January 1,2024, has no authority to enforce any element of its current clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other current laws.	ASSEMBLY TRANSPORTATION	New - Watch	Same language as set forth in AB 8 related to extension of AB 118 and Carl Moyer programs.  Author deferred to AB 8, which passed to Governor and was approved.  Previously adopted a Support position which is no longer applicable since the bill content was approved as AB 8. We recommend continuing to watch the bill as the author could use it as a vehicle for other purposes.
<a href="#">SB 33</a>  Amended 8/26/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wolk D</a>  (Dist 3)	<b>Infrastructure financing districts (IFDs): voter approval: repeal.</b> Would authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. This bill contains other related provisions and other existing laws.	ASSEMBLY 2 YEAR	Watch	A re-introduction of a bill from 2012 to relieve IFD's from having to gain voter approval. The Governor vetoed several similar bills in previous years.

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<a href="#">SB 167</a> Introduced 2/4/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>Environmental quality: California Environmental Quality Act.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to those provisions.	SENATE DEAD	New - Remove from Matrix	This is a “spot bill” pertaining to CEQA with future intent unknown.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
<a href="#">SB 219</a> Introduced 2/11/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Yee D</a> (Dist 8)	<b>Safety Enhancement-Double Fine Zones.</b> Existing law, until January 1, 2014, designates specific segments of State Highway Routes 1 and 101 in the City and County of San Francisco as Safety Enhancement-Double Fine Zones, and requires a specified report from the department in that regard to be submitted to appropriate committees of the Legislature by January 1, 2013. This bill would delete the language relating to the report and permanently extend the designation of those specific highway segments as Safety Enhancement-Double Fine Zones.	SENATE DEAD	New - Remove from Matrix	Indefinitely extends current Double Fine Zones for Route 1 and US 101 in San Francisco.  Previously adopted a Support position. Recommend removing from matrix because bill is dead.
<a href="#">SB 230</a> Amended 3/18/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight R</a> (Dist 21)	<b>Local transportation funds: performance audits.</b> The Transportation Development Act (TDA) requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines “operating cost” for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs. This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs.	SENATE DEAD	New - Remove from Matrix	Formerly a spot bill related to auditing of TDA funds.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.

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<a href="#">SB 391</a>  Amended 8/8/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a>  (Dist 7)	<b>California Homes and Jobs Act of 2013.</b> This bill would enact the California Homes and Jobs Act of 2013. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. By imposing new duties on counties with respect to the imposition of the recording fee, the bill would create a state-mandated local program. The bill would require that revenues from this fee be sent quarterly to the Department of Housing and Community Development for deposit in the California Homes and Jobs Trust Fund, which the bill would create within the State Treasury. The bill would provide that moneys in the fund may be expended for supporting affordable housing, administering housing programs, and the cost of periodic audits, as specified. The bill would impose certain auditing and reporting requirements.	ASSEMBLY APPROPRIATIONS SUSPENSE FILE	Support	This bill is supported by some, such as the Metropolitan Transportation Commission (MTC), as a means to fulfill affordable housing needs in existing, developed communities.
<a href="#">SB 408</a>  Introduced 2/20/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">De León D</a>  (Dist 22)	<b>Transportation funds.</b> Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.	SENATE DEAD	New - Remove from Matrix	Spot bill related to the State Transportation Improvement Program (STIP).  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
<a href="#">SB 469</a>  Amended 1/6/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Corbett D</a>  (Dist 10)	<b>Vehicles: aerodynamic vehicles.</b> Under current law, any extension or device used to increase the carrying capacity of a vehicle is generally included in measuring the length of a vehicle, subject to certain exceptions. This bill would also permit a tarping system, as defined, and all nonproperty carrying devices or components to extend 3 inches on each side of the vehicle, as specified. The bill would exclude an aerodynamic device, as defined, that extends no more than 5 feet beyond the rear of a vehicle from the calculation of a vehicle's length if the device meets specified conditions, including that the device does not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices.	ASSEMBLY DESK	New - Remove from Matrix	The bill originally established a California preference of 10% for transit vehicle acquisition from manufacturers that construct vehicles in the state.  Previously adopted a Watch position. Recommend removing from matrix since the bill was recently amended by author and now relates to vehicle tarping systems.

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<a href="#">SB 486</a>  Amended 9/3/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a>  (Dist 7)	<b>Department of Transportation: performance measurement benchmarks.</b> Current law establishes the Transportation Agency (CalSTA) in state government with various duties and responsibilities. This bill would require the Secretary of the Transportation Agency, in consultation with the Director of Transportation, to identify performance measurement benchmarks on which the department would be required to report in specified areas, including, among others, enhancement of public safety and environmental sustainability. This bill contains other related provisions.	ASSEMBLY 2 YEAR	Watch	This bill was revised entirely to pursue a “best practices” approach to enhancing the transparency of the performance of Caltrans only. It establishes a new office of strategic assessment and accountability in the Transportation Agency. The new office will set performance metrics to measure Caltrans activities and report on progress. It is modeled after a successful program in Washington State.  CalSTA has asked author to hold bill.
<a href="#">SB 525</a>  Introduced 2/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Galgiani D</a>  (Dist 5)	<b>California Environmental Quality Act (CEQA): exemptions.</b> Current law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority (HSRA) to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.	SENATE DEAD	New - Remove from Matrix	This measure clarifies that an existing CEQA exemption for rail work for starting or increasing passenger services within existing rights of way applies to the HSRA and the San Joaquin rail commission.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
<a href="#">SB 628</a>  Enrollment 8/15/2013 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a>  (Dist 15)	<b>Infrastructure financing: transit priority projects.</b> Would eliminate the requirement of voter approval for the creation of an infrastructure financing district (IFD), the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts.	SENATE DESK	Watch	Eliminates vote requirement for IFDs and for bonds related to transit priority projects.

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<a href="#">SB 731</a>  Amended 9/9/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Steinberg D</a>  (Dist 6)	<b>Environment: California Environmental Quality Act.</b> Would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the Office of Planning and Research to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. This bill contains other related provisions and other existing laws.	ASSEMBLY 2 YEAR	Watch	Provides for modernization of CEQA. The proposed amendments the San Francisco County Transportation Authority (SFCTA) supported have been substantially incorporated in SB 743, which was chaptered in late 2013.
<a href="#">SB 739</a>  Introduced 2/22/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Calderon D</a>  (Dist 30)	<b>Environmental quality.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make a technical, nonsubstantive change to that definition. This bill contains other existing laws.	SENATE DEAD	New - Remove from Matrix	A “spot bill” related to CEQA reform.  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.  CEQA reform was addressed in SB 743 (chaptered).
<a href="#">SB 787</a>  Amended 4/18/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Berryhill R</a>  (Dist 14)	<b>Environmental quality: the Sustainable Environmental Protection Act.</b> Would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to the California Environmental Quality Act (CEQA) for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) alleges noncompliance with CEQA based on any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document based on noncompliance with CEQA if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. This bill contains other related provisions and other existing laws.	SENATE DEAD	New - Remove from Matrix	Alternative approach to CEQA reform as represented by Pro Tem’s bill (SB 731).  Previously adopted a Watch position. Recommend removing from matrix because bill is dead.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 791</a> Amended 4/4/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Wyland R</a> (Dist 38)	<b>Motor vehicle fuel tax: rate adjustment.</b> Would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions.	SENATE TRANSPORTATION AND HOUSING	Oppose	Eliminates requirement to annually adjust the excise tax on motor vehicle fuel so that it generates equivalent revenue to that which would have been raised by a sales tax on gasoline.  The promise to ensure that the gas tax swap would be revenue neutral was central to gaining consensus for the swap.
<a href="#">SB 792</a> Amended 1/27/2014 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Regional entities: Bay Area.</b> Would require the Metropolitan Transportation Commission to report biannually to the Legislature and the public at large on the progress in implementing the policies and programs of the sustainable communities strategy. The bill would also require the joint policy committee to prepare a regional organization plan for the affected member agencies. The regional organization plan would include a plan for consolidating certain functions that are common to the member agencies. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	ASSEMBLY DESK	Watch	This is the author's renewed attempt to consolidate certain functions between Bay Area planning entities.
<a href="#">SB 901</a> Introduced 1/16/2014 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 16)	<b>High-speed rail: funding.</b> Would, subject to voter approval, amend the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions.	SENATE PRINT	New - Oppose	Would amend the High Speed Bond Act to prohibit any further bonds to be sold.

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<a href="#">SB 902</a> Introduced 1/16/2014 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 16)	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the Authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds, and declares that the authority, or the board, has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, as described, whichever is greater.	SENATE PRINT	New - Oppose	Part of a package of bills intended to end the High Speed Rail program.
<a href="#">SB 904</a> Introduced 1/16/2014 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 16)	<b>High-speed rail: private property: owner consent.</b> Current law, for any project along the high-speed rail network, authorizes the High-Speed Rail Authority (HSRA) to contract with the Department of Transportation to perform specified project design services, including construction inspection services. This bill would require the authority to require any employee of the authority, or any employee working for a public or private entity that has contracted with the authority, prior to entering onto any privately-owned property, to identify himself or herself to the property owner and obtain the consent of the property owner, as specified. This bill contains other related provisions.	SENATE PRINT	New – Watch	The High Speed Rail Authority is authorized to contract with Caltrans and others for certain activities related to the High Speed Rail project construction and design activities. The bill requires Caltrans, or other persons under contract to the Authority, to identify themselves to, and to obtain permission from, landowners on whose property they intend to enter. Consequently, this represents a higher threshold than what is elsewhere available by eminent domain proceedings and could result in significant delays to the project.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SCA 4</a> Amended 8/28/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>Local government transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes.	SENATE APPROPRIATIONS	Support if Amended	This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes.  Amended to specify that funds from new tax cannot be expended prior to expiration of funds from a different tax previously approved. This was intended to be a Los Angeles County-specific issue but instead was drafted to apply statewide.  Latest amendment adds requirements that the entities using the 55% threshold: 1) must reserve 50% of the funds for sustainable communities strategies (SCS) purposes; and 2) dedicate some portion to maintenance for projects to improve state highways.
<a href="#">SCA 8</a> Amended 5/21/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Corbett D</a> (Dist 10)	<b>Transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes.	SENATE APPROPRIATIONS	Support	This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes.  Similar to SCA 4, the bill was introduced by author in wake of close loss of the Alameda County sales tax measure.
<a href="#">SCA 9</a> Amended 5/21/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Corbett D</a> (Dist 10)	<b>Local government: economic development: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	SENATE APPROPRIATIONS	Watch	This is a more general approach to local voter threshold issue, focused on community and economic development activities.



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<a href="#">SCA 11</a> Amended 5/21/2013 <a href="#">pdf</a> , <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	<b>Local government: special taxes: voter approval.</b> Would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	SENATE APPROPRIATIONS	Support	Reduces vote requirement to 55% for “special taxes” sought by local agencies for any purpose.

**Total Measures: 47**

**Total Tracking Forms: 47**