

San Francisco County Transportation Authority

March 2014

Bills of Interest

Changes to existing positions and proposed new positions highlighted and marked as “New.”

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

Staff is recommending the following new positions this month:

- Support for Assembly Bill (AB) 1532 (Gatto), AB 2250 (Daly), AB 2398 (Levine), Senate Bill (SB) 1151 (Cannella), and SB 1433 (Hill)
- Support, if amended, for SB 1122 (Pavley)
- Oppose for AB 2471 (Frazier), AB 2650 (Conway), SB 969 (DeSaulnier), and SB 990 (Vidak).

Bill #	Author	Description	Status	Position	Comments
AB 26 Amended 6/25/2013 pdf html	Bonilla D (Dist 14)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. 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.
AB 105 Amended 8/30/2013 pdf html	Committee on Budget	Active Transportation Program. 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. Active bill that could be used for other purposes.

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Bill #	Author	Description	Status	Position	Comments
AB 160 Amended 5/28/2013 pdf html	Alejo D (Dist 30)	California Public Employees' Pension Reform Act of 2013: exceptions. 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 DEAD	New - Remove from Matrix	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. Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
AB 229 Amended 8/12/2013 pdf html	John A. Pérez D (Dist 53)	Local government: infrastructure and revitalization financing districts. 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 2/3 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.

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Bill #	Author	Description	Status	Position	Comments
AB 935 Amended 4/25/2013 pdf html	Frazier D (Dist 11)	San Francisco Bay Area Water Emergency Transportation Authority: terms of board members. 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.
AB 1002 Amended 4/23/2013 pdf html	Bloom D (Dist 50)	Vehicles: registration fee: sustainable communities strategies (SCSs). 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 DEAD	New - Remove from Matrix	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 Previously adopted a Watch position. Recommend removing from matrix because bill is dead.
AB 1046 Amended 3/21/2013 pdf html	Gordon D (Dist 24)	Department of Transportation: Innovative Delivery Team Demonstration Program. 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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Bill #	Author	Description	Status	Position	Comments
AB 1081 Amended 8/12/2013 pdf html	Medina D (Dist 61)	Economic development: goods-movement-related infrastructure. 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.
AB 1179 Amended 1/6/2014 pdf html	Bocanegra D (Dist 39)	Strategic Growth Council. 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 NATURAL RESOURCES AND WATER	Watch	Originally added 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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Bill #	Author	Description	Status	Position	Comments
AB 1193 Amended 1/23/2014 pdf html	Ting D (Dist 19)	Bikeways. Current law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Current law categorizes bikeways into 3 classes 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 TRANSPORTATION AND HOUSING	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.
AB 1194 Amended 5/24/2013 pdf html	Ammiano D (Dist 17)	Safe Routes to School Program. Would provide that the Safe Routes to School Program may fund both construction and non-infrastructure activities, as specified. The bill would require 20% of program funds to be used for non-infrastructure 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. An active bill that could be used for other purposes.

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Bill #	Author	Description	Status	Position	Comments
AB 1501 Introduced 1/13/2014 pdf html	Patterson R (Dist 23)	High-speed rail. 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	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.
AB 1532 Introduced 1/21/2014 pdf html	Gatto D (Dist 43)	Vehicle: accidents. This bill would provide that a driver of a vehicle involved in an accident where a person is struck but not injured, shall immediately stop the vehicle at the scene of the accident and provide specified information including, but not limited to, his or her name and current residence address. A violation of these provisions would be a misdemeanor punishable by imprisonment in the county jail for 6 months, or by a fine not exceeding \$1,000, or by both, and the Department of Motor Vehicles would be required to immediately suspend the driver’s license of a convicted driver for 6 months.	INTRODUCED	New - Recommend Support	This measure builds upon the author’s efforts to combat “hit and run” collisions. The collective goal of his efforts is to provide a safer environment for pedestrian/bike community.
AB 1536 Introduced 1/21/2014 pdf html	Olsen R (Dist 12)	Public transportation employees: strikes: prohibition. 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 PUBLIC EMPLOYEE RETIREMENT AND SOCIAL SECURITY	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.

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Bill #	Author	Description	Status	Position	Comments
AB 1546 Introduced 1/23/2014 pdf html	Chávez R (Dist 76)	Traffic control devices. Current law requires the Department of Transportation to place and maintain appropriate signs, signals, and other traffic control devices along highways under its jurisdiction. Current law further authorizes the department, with the consent of local authorities, to place and maintain appropriate signs, signals, and other traffic control devices along city streets and county roads as may be necessary or desirable to control or direct traffic, or to facilitate traffic flow, to or from state highways. This bill would make technical, nonsubstantive changes to these provisions.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to traffic control devices.
AB 1639 Introduced 2/11/2014 pdf html	Grove R (Dist 34)	California Global Warming Solutions Act of 2006: greenhouse gas emissions limit. This bill would state the intent of the Legislature that moneys derived from emissions reductions measures be expended to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit. The bill, as part of the 3-year investment plan, would require moneys appropriated from the Greenhouse Gas Reduction Fund be used to achieve the statewide greenhouse gas emissions limit.	INTRODUCED	New - Recommend Watch	This is a “spot bill” pertaining to Cap and Trade revenues.
AB 1646 Introduced 2/11/2014 pdf html	Frazier D (Dist 11)	Vehicles: electronic wireless communication devices: prohibitions. Current law requires the Department of Motor Vehicles (DMV) to examine applicants for specific driver's licenses and requires that the examination include, among other things, a test of the applicants' knowledge and understanding of the provision of the Vehicle Code governing the operation of vehicles upon the highways. This bill would require the above-described examination to also include a test of the applicant's understanding of the distractions and dangers of handheld cellular phone use and text messaging while operating a motor vehicle. This bill contains other related provisions and other existing laws.	ASSEMBLY TRANSPORTATION	New - Recommend Watch	Adds to DMV driver's exam the requirement that applicants be tested on dangers of operating motor vehicles while using hand held devices.

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Bill #	Author	Description	Status	Position	Comments
AB 1811 Introduced 2/18/2014 pdf html	Buchanan D (Dist 16)	High-occupancy vehicle lanes. Current law requires that the implementation of the value pricing high-occupancy vehicle program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that <i>unrestricted access</i> to the lanes by high-occupancy vehicles be available at all times. This bill would instead require that <i>access</i> to the lanes by high-occupancy vehicles be available at all times.	ASSEMBLY PRINT	New - Recommend Watch	Addresses Sunol Grade High Occupancy Toll (HOT) lanes and mandates that HOV users have access at all times.
AB 1857 Introduced 2/19/2014 pdf html	Frazier D (Dist 11)	Department of Transportation: vehicle and equipment procurement. Would, until January 1, 2019, authorize the Department of Transportation to purchase and equip heavy mobile fleet vehicles and special equipment by means of best value procurement, as defined, subject to an annual limitation of \$20,000,000. The bill would require the department to report to the Legislature with regard to this process, as specified.	ASSEMBLY PRINT	New - Recommend Watch	Modernizes Caltrans heavy duty fleet procurement by requiring life-cycle cost assessment. Goal is to reduce costs.
AB 1872 Introduced 2/19/2014 pdf html	Stone D (Dist 29)	Transportation planning. Under current law, the Legislature has made findings regarding the need for continuing and improving transportation planning at the state, regional, and local level. This bill would make nonsubstantive changes to those provisions.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to regional transportation planning.
AB 1907 Introduced 2/19/2014 pdf html	Ridley-Thomas D (Dist 54)	Use fuel tax: natural gas: gallon equivalent. Would require compressed natural gas sold at retail to the public for use as a motor vehicle fuel to be sold in a gasoline gallon equivalent that is equal to 126.67 cubic feet of compressed natural gas, measured at the standard pressure and temperature, as specified, and would require liquefied natural gas to be sold in a diesel gallon equivalent that is equal to 6.06 pounds of liquefied natural gas. This bill contains other related provisions and other existing laws.	ASSEMBLY PRINT	New - Recommend Watch	Attempts to equalize measurements for taxing purposes for compressed natural gas and liquefied natural gas.

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Bill #	Author	Description	Status	Position	Comments
AB 1959 Introduced 2/19/2014 pdf html	Mansoor R (Dist 74)	Transportation projects: comprehensive development lease agreements. Current law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to public-private partnership law that is due to expire at the end of 2016.
AB 2008 Introduced 2/20/2014 pdf html	Quirk D (Dist 20)	Regional transportation plan: sustainable communities strategy: urban freight. Would state the intent of the legislature to enact legislation that would require a sustainable communities strategy to include consideration of greenhouse gas emissions resulting from the delivery of urban freight.	ASSEMBLY PRINT	New - Recommend Watch	Seeks to reduce greenhouse gas emissions from urban freight by adding requirements to the preparation of sustainable communities strategies.
AB 2013 Introduced 2/20/2014 pdf html	Muratsuchi D (Dist 66)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other current laws.	ASSEMBLY PRINT	New - Recommend Watch	Will modestly expand the number of authorized decals for plug-in hybrids to access HOV lanes.
AB 2021 Introduced 2/20/2014 pdf html	Gordon D (Dist 24)	San Mateo County Transit District. Current law authorizes the San Mateo County Transit District to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Current law requires a progress report to be prepared for the district's board of directors upon the completion of a project using this project delivery method, which report is also required to be made available on the district's Internet Web site. This bill would require the report to be presented at a public meeting of the board of directors.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to San Mateo to use of Construction Manager/General Contractor project delivery method for transit purposes.

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Bill #	Author	Description	Status	Position	Comments
AB 2036 Introduced 2/20/2014 pdf html	Mansoor R (Dist 74)	Department of Transportation: construction inspection services. Current law, until January 1, 2024, requires the Department of Transportation to perform construction inspection services for certain design-build projects on or interfacing with the state highway system and to retain the authority to stop the contractor's operation wholly or in part and take appropriate action when public safety and convenience are jeopardized on those projects. This bill would make non-substantive changes to these provisions.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill that addresses construction inspection mandate under State Design-Build laws.
AB 2090 Introduced 2/20/2014 pdf html	Fong D (Dist 28)	High-occupancy toll lanes: Santa Clara County. Current law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate high-occupancy toll (HOT) lanes and is required for that implementation of HOT lanes to ensure that specified levels of service be maintained at all times in the high-occupancy lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would delete the reference to Level of Service (LOS) C or D, and instead would require VTA to establish, with the assistance of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.	ASSEMBLY PRINT	New - Recommend Watch	Would shift metrics for VTA operations of HOT lanes from LOS to other measurements such as speed or travel time.
AB 2119 Introduced 2/20/2014 pdf html	Stone D (Dist 29)	Local taxes: transactions and use taxes. Would authorize the board of supervisors of a county to levy, increase, or extend a transactions and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county, as applicable. This bill would require the revenues derived from the imposition of this tax to only be used within the area for which the tax was approved by the qualified voters.	ASSEMBLY PRINT	New - Recommend Watch	Permits a county sales tax to be imposed in the entire county or within the unincorporated area.

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Bill #	Author	Description	Status	Position	Comments
AB 2173 Introduced 2/20/2014 pdf html	Bradford D (Dist 62)	Vehicles: electric bicycles. Would redefine this type of "motorized bicycle" by, among other things, renaming it a "low-speed electric bicycle," stating that it can have either 2 or 3 wheels, lowering the maximum power output to 750 watts, and requiring that it weigh no more than 80 pounds. The bill would exempt a low-speed electric bicycle from the provision prohibiting the operation of a motorized bicycle on a bicycle path or trail, bikeway, bicycle lane established as provided, equestrian trail, or hiking or recreational trail. The bill would also make conforming changes.	ASSEMBLY PRINT	New - Recommend Watch	Provides a definition of low speed electric bicycles and permits them access to the bike trails.
AB 2250 Introduced 2/21/2014 pdf html	Daly D (Dist 69)	Toll facilities: revenues. Would require the Department of Transportation, when adopting statewide policies for toll facilities on the state highway system, to ensure that a majority of the toll revenues generated from toll facilities on the state highway system that are administered by local agencies remain available for expenditure by those local agencies.	ASSEMBLY PRINT	New - Recommend Support	Addresses use of toll revenues on the state highway system.
AB 2355 Introduced 2/21/2014 pdf html	Levine D (Dist 10)	Local governments: streets and highways: recycled materials. Would require, by January 1, 2017, a local government that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, sub-base, and pervious backfill materials, or discuss why it is not adopting those standards at a public hearing. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	ASSEMBLY PRINT	New - Recommend Watch	Requires local governments to use recycled paving materials or to explain publicly why not.
AB 2398 Introduced 2/21/2014 pdf html	Levine D (Dist 10)	Vehicles: pedestrians and bicyclists. Would provide that a driver who violates specified offenses and, as a result of that violation, proximately causes bodily injury or great bodily injury to a vulnerable road user, as defined, is guilty of the public offense of unsafe operation of a motor vehicle with bodily injury or great bodily injury. The bill would make a person who is convicted under these provisions punishable by a fine of not less than \$145 and not more than \$1,000. The bill would assign a violation point for a conviction under these provisions.	ASSEMBLY PRINT	New - Recommend Support	Adds a fine and assigns a violation point for drivers whose violation causes pedestrian/bike injury.

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Bill #	Author	Description	Status	Position	Comments
AB 2414 Introduced 2/21/2014 pdf html	Ting D (Dist 19)	Parking facilities: electric vehicle charging. The California Constitution generally prohibits the making of a gift of any public money, or thing of value. This bill would specify that the use of electricity by state government and other government entities, state officers and employees, or other persons for the charging of an electric vehicle (EV) in a department maintained or joint use motor vehicle parking facility is not a gift of public funds that is prohibited by the California Constitution. This bill contains other current laws.	ASSEMBLY PRINT	New - Recommend Watch	Clarifies that government provision of electricity for EV is not a gift of public funds.
AB 2471 Introduced 2/21/2014 pdf html	Frazier D (Dist 11)	Public contracts: change orders. Would require a public entity, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and in no event later than 30 days after the changes or additions are required. The bill would require, if this requirement is not met, the public entity to be liable to the original contractor for payment of the contractor's invoice for the change order or additional work. The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill.	ASSEMBLY PRINT	New - Recommend Oppose	Addresses timing for issuance of payment under change orders. We are recommending an oppose position because it will micromanage local contracting decisions and impose an unnecessary burden on local project delivery.
AB 2517 Introduced 2/21/2014 pdf html	Daly D (Dist 69)	Use Fuel Tax Law. The Use Fuel Tax Law imposes a tax, at specified rates, on the use of specified fuels, including natural gas, liquefied petroleum gas, and ethanol or methanol on the highways of the state. The term "fuel" is defined for purposes of that law. This bill would make technical, non-substantive changes to that definition.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to taxation of compressed natural gas, liquefied petroleum gas, and Ethanol.
AB 2639 Introduced 2/21/2014 pdf html	Lowenthal D (Dist 70)	State freight plan. Existing law requires the Transportation Agency to establish a freight advisory committee with various responsibilities in that regard and requires that the initial state freight plan be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter. This bill would make non-substantive changes to these provisions.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to state Freight Advisory Committee.

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Bill #	Author	Description	Status	Position	Comments
AB 2650 Introduced 2/21/2014 pdf html	Conway R (Dist 26)	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	ASSEMBLY PRINT	New - Recommend Oppose	Intended to halt sales of High Speed Rail Authority bonds, except those that support blended services.
AB 2651 Introduced 2/21/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Current law provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	ASSEMBLY PRINT	New - Recommend Watch	Recaptures truck weight fees that now pay for Prop 1B/1A debt service.
AB 2652 Introduced 2/21/2014 pdf html	Linder R (Dist 60)	Transportation funds. Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make non-substantive changes to these provisions.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to transportation finance.

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Bill #	Author	Description	Status	Position	Comments
AB 2653 Introduced 2/21/2014 pdf html	Linder R (Dist 60)	Transportation funds. The Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. Current law requires the estimate of annual expenditures for local assistance to be the amount required to fund local assistance programs required by state or federal law or regulations. This bill would make a non-substantive change to this provision.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to transportation finance.
AB 2690 Introduced 2/21/2014 pdf html	Mullin D (Dist 22)	Regional transportation plan. Current law creates the Metropolitan Transportation Commission as the transportation planning agency for the 9-county Bay Area, with various transportation planning and programming responsibilities. Current law requires each transportation planning agency to develop and adopt a regional transportation plan. Current law requires the commission, when developing the regional transportation plan for the Bay Area region, to consider various matters as well as the plans of other agencies. This bill would make non-substantive changes to these provisions.	ASSEMBLY PRINT	New - Recommend Watch	Spot bill related to Bay Area regional transportation planning.
AB 2728 Introduced 2/21/2014 pdf html	Perea D (Dist 31)	Public contracts: public works: bids. The State Contract Act provides a bidding process for public works projects, including the erection, construction, alteration, repair, or improvement of any state structure, building, road, or other state improvement of any kind that will exceed a total cost calculated, as provided, and generally requires a contract to be awarded based on best value or lowest responsible bid. This bill would revise the calculation of the bid price, by excluding from that price, amounts equal to the sum of sales tax reimbursement and use tax.	ASSEMBLY PRINT	New - Recommend Watch	Excludes sales tax from calculation of bid prices.

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Bill #	Author	Description	Status	Position	Comments
ACA 8 Amended 4/4/2013 pdf html	Blumenfeld D (no longer in office)	Local government financing: voter approval. 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.
SB 1 Amended 9/3/2013 pdf html	Steinberg D (Dist 6)	Sustainable Communities Investment Authority. 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.

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Bill #	Author	Description	Status	Position	Comments
SB 11 Amended 9/6/2013 pdf html	Pavley D (Dist 27)	<p>Alternative fuel and vehicle technologies: funding programs.</p> <p>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.</p>	ASSEMBLY TRANSPORTATION	Watch	<p>Same language as set forth in AB 8 related to extension of AB 118 and Carl Moyer programs.</p> <p>Author deferred to AB 8, which passed to Governor and was approved.</p> <p>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.</p>
SB 33 Amended 8/26/2013 pdf html	Wolk D (Dist 3)	<p>Infrastructure financing districts (IFDs): voter approval: repeal.</p> <p>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 non-taxing authority or powers only. This bill contains other related provisions and other existing laws.</p>	ASSEMBLY 2 YEAR	Watch	<p>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.</p>

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Bill #	Author	Description	Status	Position	Comments
SB 391 Amended 8/8/2013 pdf html	DeSaulnier D (Dist 7)	California Homes and Jobs Act of 2013. 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. This bill contains other related provisions and other existing laws.	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.
SB 486 Amended 9/3/2013 pdf html	DeSaulnier D (Dist 7)	Department of Transportation: performance measurement benchmarks. Current law establishes the Transportation Agency in state government with various duties and responsibilities. This bill would require the Secretary of the Transportation Agency (CalSTA), 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.

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Bill #	Author	Description	Status	Position	Comments
SB 628 Enrollment 8/15/2013 pdf html	Beall D (Dist 15)	Infrastructure financing: transit priority projects. 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 2 YEAR	Watch	Eliminates vote requirement for IFDs and for bonds related to transit priority projects.
SB 731 Amended 9/9/2013 pdf html	Steinberg D (Dist 6)	Environment: California Environmental Quality Act. 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 California Environmental Quality Act (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.

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Bill #	Author	Description	Status	Position	Comments
SB 791 Amended 4/4/2013 pdf html	Wyland R (Dist 38)	Motor vehicle fuel tax: rate adjustment. 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 DEAD	New - Remove from Matrix	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. Previously adopted an Oppose position. Recommend removing from matrix because bill is dead.
SB 792 Amended 1/27/2014 pdf html	DeSaulnier D (Dist 7)	Regional entities: San Francisco Bay Area. Would require the member agencies of the joint policy committee to prepare a plan for consolidating certain functions that are common to the member agencies. The bill would require the plan to also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2015, and would require the member agencies to report to the Senate Committee on Transportation and Housing on the adoption and implementation of the plan on or before December 31, 2016.	ASSEMBLY DESK	Watch	This is the author's renewed attempt to consolidate certain functions between Bay Area planning entities. Amended to delete requirement in prior version that the Bay Conservation and Development Commission (BCDC) locate at the new Metropolitan Transportation Commission (MTC) headquarters at 375 Beale Street.
SB 901 Introduced 1/16/2014 pdf html	Vidak R (Dist 16)	High-speed rail: funding. 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 TRANSPORTATION AND HOUSING	Oppose	Would amend the High Speed Bond Act to prohibit any further bonds to be sold.

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Bill #	Author	Description	Status	Position	Comments
SB 902 Introduced 1/16/2014 pdf html	Vidak R (Dist 16)	High-speed rail: eminent domain. Would prohibit the authority, or the State Public Works Board acting on behalf of the High-Speed Rail 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 TRANSPORTATION AND HOUSING	Oppose	Part of a package of bills intended to end the High Speed Rail program.
SB 904 Introduced 1/16/2014 pdf html	Vidak R (Dist 16)	High-speed rail: private property: owner consent. Current law, for any project along the high-speed rail network, authorizes the High-Speed Rail Authority 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 TRANSPORTATION AND HOUSING	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.
SB 969 Introduced 2/10/2014 pdf html	DeSaulnier D (Dist 7)	Public works. Would authorize provisions of the Public Works Project Peer Review Act of 2013, instead, to be known and cited as the Public Works Project Overview Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks.	SENATE TRANSPORTATION AND HOUSING	New - Recommend Oppose	Expands 2013's Peer Review Act beyond Caltrans projects that cost more than \$1 billion to include any transportation agency. We are recommending an oppose position because it is inappropriate for the State to convene a review panel for local transportation projects.

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Bill #	Author	Description	Status	Position	Comments
SB 990 Introduced 2/12/2014 pdf html	Vidak R (Dist 16)	Transportation funds: disadvantaged small communities. Would require each Regional Transportation Improvement Program (RTIP) to program 5% of funds available for regional improvement projects to disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions and other existing laws.	SENATE TRANSPORTATION AND HOUSING	New - Recommend Oppose	Mandates a 5% set aside for Regional Transportation Improvement Program (RTIP) funds for use on projects in small disadvantaged communities. While we support funding for disadvantaged communities, we are recommending an oppose position because the bill would further restrict local and regional discretion over RTIP programming by restricting it to congestion relief and safety projects.
SB 1122 Introduced 2/19/2014 pdf html	Pavley D (Dist 27)	Sustainable communities: Strategic Growth Council. Current law establishes the Strategic Growth Council and requires the council to manage and award grants and loans to support the development, adoption, or implementation of a regional plan or other planning instrument consistent with a regional plan that achieve specified objectives, including meeting the goals of the California Global Warming Solutions Act of 2006. Current law specifies that the financial assistance provided shall be funded by the bond proceeds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. This bill would additionally require the council to provide financial assistance for those purposes, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, and would additionally require the regional plan or other planning instrument to meet the requirements of an applicable sustainable communities strategy (SCS).	SENATE PRINT	New – Support, if Amended	Establishes Cap and Trade funds as a source of funding for planning grants for SCS work and distributes these funds through the Strategic Growth Council. Transportation Authority staff are working with the Metropolitan Transportation Commission (MTC) and other Bay Area Congestion Management Agencies to amend this bill to directly distribute Cap and Trade funds to regions through Metropolitan Planning Organizations like MTC, that are responsible for developing and implementing the SCS per SB375.
SB 1145 Introduced 2/20/2014 pdf html	Corbett D (Dist 10)	Railroad crossings: quiet zones. Current law generally requires a railroad to provide for the sounding of a horn or other similar device when a train will be entering a highway grade crossing, except in areas where a quiet zone has been established consistent with the requirements of federal regulations. This bill would state the intent of the Legislature to enact legislation to facilitate the process of establishing local safety enhancements at railroad crossings necessary for the approval of quiet zones.	SENATE PRINT	New - Recommend Watch	Spot bill intended to address local railroad crossing "quiet zones".

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Bill #	Author	Description	Status	Position	Comments
SB 1151 Introduced 2/20/2014 pdf html	Cannella R (Dist 12)	Vehicles: school zone fines. Would require that fines for specified violations relating to rules of the road and driving under the influence be doubled or increased if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of the Active Transportation Program.	SENATE PRINT	New - Recommend Support	Establishes double fine zones for driving violations near schools.
SB 1156 Introduced 2/20/2014 pdf html	Steinberg D (Dist 6)	California Carbon Tax Law of 2014. Would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board.	SENATE PRINT	New - Recommend Watch	Establishes a new carbon tax on fuels to fund earned income tax credits for wage earners under \$75,000; an increment is dedicated to transit capital.
SB 1183 Introduced 2/20/2014 pdf html	DeSaulnier D (Dist 7)	Bicycle tax. Would authorize a city, county, or regional park district to impose, as a special tax, a point of sale tax on new bicycles, with the rate of the tax to be determined by the local agency. The bill would exclude from the tax bicycles with wheels of 20 inches or less in diameter. The bill would require the State Board of Equalization to collect the bicycle tax in a manner similar to the collection of local transactions and use taxes, and to transmit the net revenues from the tax to the local agency.	SENATE PRINT	New - Recommend Watch	Authorizes city, county or park districts to impose a tax on bicycles.

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Bill #	Author	Description	Status	Position	Comments
SB 1204 Introduced 2/20/2014 pdf html	Lara D (Dist 33)	California Clean Truck and Bus Program. This bill would create the California Clean Truck and Bus Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck and zero-emission bus technology and related projects, as specified, with preference to be given to projects in disadvantaged communities. The program would be administered by the state board.	INTRODUCED	New - Recommend Watch	Establishes a new program within the California Air Resources Board to develop zero- and near zero-emission trucks. The author represents the Port of Long Beach and portions of the Port of Los Angeles and has been a proponent of providing clean air relief to the communities in this area. This bill is consistent with a program component in the Governor's Cap and Trade expenditure proposal.
SB 1298 Introduced 2/21/2014 pdf html	Hernandez D (Dist 24)	High-occupancy toll lanes. Would remove the limitations on the number of high-occupancy toll (HOT) lanes that the California Transportation Commission may approve and would delete the January 1, 2012, deadline for HOT lane applications. The bill would also delete the requirement for public hearings on each application. This bill contains other related provisions and other existing laws.	SENATE PRINT	New - Recommend Watch	Expands authority for HOT lanes.
SB 1312 Introduced 2/21/2014 pdf html	Steinberg D (Dist 6)	California Transportation Commission: annual report. Current law requires the California Transportation Commission (CTC) to adopt an annual report for submission to the Legislature containing, among other things, a summary of the commission's prior-year decisions in allocating transportation capital outlay funds and an identification of timely and relevant transportation issues facing the state. This bill would delete the provisions relating to the loan and transfer summary and discussion that was to be included in the reports submitted between 2001 and 2008.	SENATE PRINT	New - Recommend Watch	Spot bill related to the CTC.
SB 1415 Introduced 2/21/2014 pdf html	Hill D (Dist 13)	Bay Area Air Quality Management District: advisory council. Would require the Bay Area Air Quality Management District (BAAQMD) advisory council to include members who are skilled and experienced in the fields of air pollution, climate change, or the health impacts of air pollution. By adding to the duties of the district, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	SENATE PRINT	New - Recommend Watch	Adds requirement that BAAQMD advisory council members meet certain skill requirements.

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Bill #	Author	Description	Status	Position	Comments
SB 1418 Introduced 2/21/2014 pdf html	DeSaulnier D (Dist 7)	California Transportation Commission: annual report. Current law requires the California Transportation Commission (CTC) to adopt an annual report for submission to the Legislature and the reports to be submitted between 2001 and 2008 requires a summary and discussion of certain loans and transfers of transportation revenues and the cashflow and project delivery impact of those loans and transfers. This bill would delete the provisions relating to the loan and transfer summary and discussion that was to be included in the reports submitted between 2001 and 2008.	SENATE PRINT	New - Recommend Watch	Spot bill related to the CTC.
SB 1433 Introduced 2/21/2014 pdf html	Hill D (Dist 13)	Local Agency Public Construction Act: transit design-build contracts. Would include in the definition of "transit operator" any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would delete the repeal date, thus extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	SENATE PRINT	New - Recommend Support	Indefinitely extends and reforms transit Design-Build law.
SB 1446 Introduced 2/21/2014 pdf html	DeSaulnier D (Dist 7)	State highways: projects. Would allow the Department of Transportation to maintain any files created on or after January 1, 2014, in electronic form. The bill would delete the provision allowing the department to submit plans, maps, or drawings in microfilmed form. Instead, the bill would allow the department, in counties maintaining an appropriate electronic database, to submit plans, maps, or drawings to the office of the county recorder in electronic form in lieu of filing in that office as specified. This bill contains other related provisions and other existing laws.	SENATE PRINT	New - Recommend Watch	Spot bill for future reform of Caltrans.

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Bill #	Author	Description	Status	Position	Comments
SCA 4 Amended 8/28/2013 pdf html	Liu D (Dist 25)	<p>Local government transportation projects: special taxes: voter approval.</p> <p>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, non-substantive changes.</p>	SENATE APPROPRIATIONS	Support, if Amended	<p>This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes.</p> <p>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.</p> <p>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.</p> <p>We are seeking amendments to remove the proposed state-mandated restrictions on the use of locally approved revenues.</p>
SCA 8 Amended 5/21/2013 pdf html	Corbett D (Dist 10)	<p>Transportation projects: special taxes: voter approval.</p> <p>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, non-substantive changes.</p>	SENATE APPROPRIATIONS	Support	<p>This bill would give state voters the opportunity to reduce voter threshold from 2/3 to 55% for local transportation taxes.</p> <p>Similar to SCA 4, the bill was introduced by author in wake of close loss of the Alameda County sales tax measure.</p>
SCA 9 Amended 5/21/2013 pdf html	Corbett D (Dist 10)	<p>Local government: economic development: special taxes: voter approval.</p> <p>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, non-substantive changes.</p>	SENATE APPROPRIATIONS	Watch	<p>This is a more general approach to local voter threshold issue, focused on community and economic development activities.</p>

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Bill #	Author	Description	Status	Position	Comments
SCA 11 Amended 5/21/2013 pdf html	Hancock D (Dist 9)	Local government: special taxes: voter approval. 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, non-substantive changes.	SENATE APPROPRIATIONS	Support	Reduces vote requirement to 55% for "special taxes" sought by local agencies for any purpose.

Total Measures: 73

Total Tracking Forms: 73