

**San Francisco County Transportation Authority**

April 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) 1724 (Frazier), AB 2197 (Mullin), Senate Bill (SB) 1077 (DeSaulnier)
- Oppose for AB 2013 (Muratsuchi), AB 2036 (Mansoor)

Bill #	Author	Description	Status	Position	Comments
<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.  This remains an active bill that could be used for other purposes.
<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 2/3 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.

**San Francisco County Transportation Authority**

April 2014

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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 (WETA): 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 another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws.	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 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.
<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.

**San Francisco County Transportation Authority**

April 2014

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<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 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.
<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 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.
<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 Administration's 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.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 1501</a>  Amended 3/13/2014 <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 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  4/21/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair	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 1532</a>  Introduced 1/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a>  (Dist 43)	<b>Vehicle: accidents.</b> 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. This bill contains other related provisions and other existing laws.	APPROVED BY ASSEMBLY TRANSPORTATION COMMITTEE, 13-1; REFERRED TO APPROPRIATIONS.	Support	This continues the author's efforts to combat “hit and run” collisions. It requires a driver that strikes an individual to stop and provide information, even if the individual is not injured.
<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 PUBLIC EMPLOYEE RETIREMENT AND SOCIAL SECURITY  4/2/2014 10 a.m. - State Capitol, Room 444 ASSEMBLY PUBLIC EMPLOYEE, RETIREMENT AND SOCIAL SECURITY, BONTA, Chair	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 member's attempt to continue the dialogue on this policy matter.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 1546</a> Introduced 1/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chávez R</a> (Dist 76)	<b>Traffic control devices.</b> 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	Watch	Spot bill related to traffic control devices.
<a href="#">AB 1639</a> Introduced 2/11/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	<b>California Global Warming Solutions Act of 2006: greenhouse gas emissions limit.</b> 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. This bill contains other existing laws.	ASSEMBLY NATURAL RESOURCES  4/7/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair	Watch	This is a “spot bill” pertaining to Cap and Trade revenues.
<a href="#">AB 1646</a> Introduced 2/11/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Vehicles: electronic wireless communication devices: prohibitions.</b> 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 applicant's 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	Watch	Adds to DMV driver's exam the requirement that applicants be tested on dangers of operating motor vehicles while using hand held devices.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 1724</a> Amended 3/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Construction Manager/General Contractor (CM/GC) method: regional transportation agencies.</b> This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects.	ASSEMBLY TRANSPORTATION	New – Recommend Support	Provides entities such as SFCTA to utilize CM/GC as an alternative procurement and delivery means. Bill is sponsored by Contra Costa Transportation Authority and supported by the Self Help Counties Coalition.  We will be seeking an amendment to authorize CM/GC on transit projects (current authorization is only for highway projects).
<a href="#">AB 1811</a> Introduced 2/18/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Buchanan D</a> (Dist 16)	<b>High-occupancy vehicle (HOV) lanes.</b> 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 unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would instead require that access to the lanes by high-occupancy vehicles be available at all times.	ASSEMBLY TRANSPORTATION  4/21/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair	Watch	Addresses Sunol Grade High Occupancy Toll (HOT) lanes and mandates that HOV users have access at all times.
<a href="#">AB 1857</a> Introduced 2/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Department of Transportation: vehicle and equipment procurement.</b> 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 APPROPRIATIONS	Watch	Modernizes Caltrans heavy duty fleet procurement by requiring life-cycle cost assessment. Goal is to reduce costs.
<a href="#">AB 1872</a> Introduced 2/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Stone D</a> (Dist 29)	<b>Transportation planning.</b> 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	Watch	Spot bill related to regional transportation planning.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 1907</a> Introduced 2/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas D</a> (Dist 54)	<b>Use fuel tax: natural gas: gallon equivalent.</b> 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 BUSINESS, PROFESSIONS AND CONSUMER PROTECTION  4/8/2014 9 a.m. - State Capitol, Room 447 ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, BONILLA, Chair	Watch	Attempts to equalize measurements for taxing purposes for compressed natural gas and liquefied natural gas.
<a href="#">AB 1959</a> Introduced 2/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mansoor R</a> (Dist 74)	<b>Transportation projects: comprehensive development lease agreements.</b> 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	Watch	Spot bill related to P3 law that is due to expire at the end of 2016.
<a href="#">AB 2008</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Quirk D</a> (Dist 20)	<b>Regional transportation plan: sustainable communities strategy: urban freight.</b> 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	Watch	Seeks to reduce greenhouse gas emissions from urban freight by adding requirements to the preparation of sustainable communities strategies.
<a href="#">AB 2013</a> Amended 3/17/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Muratsuchi D</a> (Dist 66)	<b>Vehicles: high-occupancy vehicle lanes.</b> 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 85,000. This bill contains other current laws.	ASSEMBLY APPROPRIATIONS	New – Recommend Oppose	Will expand the number of authorized decals for plug-in hybrids to access HOV lanes and prevent charging these vehicles for using tolled facilities.  We are recommending an oppose position because expansion of this program could increase congestion in HOV lanes and allowing these vehicles toll-free access would impact transportation revenues.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 2021</a> Amended 3/17/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gordon D</a> (Dist 24)	<b>San Mateo County Transit District.</b> Current law requires the San Mateo County Transit District to comply with certain prevailing wage requirements with respect to the Construction Manager/General Contractor project delivery contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages. This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program, subject to approval of the Department of Industrial Relations, as specified.	ASSEMBLY LOCAL GOVERNMENT	Watch	This bill authorizes San Mateo to use of Construction Manager/General Contractor project delivery method for transit purposes and provides authority to use and existing labor compliance program.
<a href="#">AB 2036</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mansoor R</a> (Dist 74)	<b>Toll facilities.</b> This bill would authorize a toll facility to be initially implemented on a public highway only if the toll facility is approved by a 2/3 vote of the electorate in the area served by the toll facility, and would define “area,” “public highway,” and “toll facility” for these purposes.	ASSEMBLY TRANSPORTATION	New – Recommend Oppose	This bill will affect the MTC regional express lane plans, and could impact any future express lane efforts in San Francisco.  We are recommending an oppose position because there is no precedent for requiring a 2/3 vote of the public and it could prevent the initiation of new tolling facilities.
<a href="#">AB 2090</a> Amended 3/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fong D</a> (Dist 28)	<b>High-occupancy toll lanes: Santa Clara County.</b> 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 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 SECOND READING  3/28/2014 #4 ASSEMBLY SECOND READING FILE	Watch	Would shift metrics for VTA operations of HOT lanes from LOS Standard to other measurements such as speed or travel time.



**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 2119</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Stone D</a> (Dist 29)	<b>Local taxes: transactions and use taxes.</b> 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 LOCAL GOVERNMENT  4/9/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	Watch	Permits a county sales tax to be imposed in the entire county or within the unincorporated area.
<a href="#">AB 2173</a> Amended 3/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bradford D</a> (Dist 62)	<b>Vehicles: electric bicycles.</b> Would redefine a specified 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, except as provided, 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 TRANSPORTATION  4/21/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair	Watch	Provides a definition of low speed electric bicycles and permits them access to the bike trails.
<a href="#">AB 2197</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Vehicles: temporary license plates.</b> This bill would require the DMV, in collaboration with qualified industry partners, to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the DMV, and would require that the system be in operation on or before July 1, 2015.	ASSEMBLY TRANSPORTATION	New – Recommend Support	The goal of the bill is to improve public safety and reduce toll evasion, by establishing a statewide temporary license plate program under which every vehicle sold in California without a permanent license plate attached will be equipped with a temporary license plate. Vehicles so equipped will integrate with the new tolling systems in use in portions of the San Francisco Bay region.
<a href="#">AB 2250</a> Amended 3/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Daly D</a> (Dist 69)	<b>Toll facilities: revenues.</b> Would require the Department of Transportation, when entering into a cooperative agreement with a local agency for a managed lane, as defined, on the state highway system, to ensure that any revenues generated from a managed lane that is administered by a local agency remains available for expenditure within the respective corridor in which the managed lane is located.	ASSEMBLY TRANSPORTATION  4/21/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair	Support	Addresses use of toll revenues on the state highway system.  Recent amendments would require managed lane revenues to be limited to expenditure within the same corridor.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 2337</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Driver's licenses: suspension and revocation.</b> The bill would prohibit the DMV from reinstating a person's privilege to drive a motor vehicle until the 2 years after the date of revocation and until that person gives proof of financial responsibility, when that person is the driver of a vehicle involved in an accident resulting in death or permanent, serious injury to another person, and the department receives a duly certified abstract of the record of a court showing that the person has been convicted of failing to fulfill the requirements described above.	ASSEMBLY TRANSPORTATION	New – Recommend Watch	This measure is intended to reduce the number of hit-and-run incidents by authorizing the extension of the revocation period of drivers' licenses of convicted hit-and-run drivers from one to two years, increasing the current penalty.
<a href="#">AB 2355</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	<b>Local governments: streets and highways: recycled materials.</b> 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, subbase, 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 LOCAL GOVERNMENT  4/9/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	Watch	Requires local governments to use recycled paving materials or to explain publicly why not.
<a href="#">AB 2398</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a> (Dist 10)	<b>Vehicles: pedestrians and bicyclists.</b> 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 TRANSPORTATION  4/21/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair	Support	Adds a fine and assigns a violation point for drivers whose violation causes pedestrian/bike injury.
<a href="#">AB 2414</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Parking facilities: electric vehicle charging.</b> 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 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 BUSINESS, PROFESSIONS AND CONSUMER PROTECTION	Watch	Clarifies that government provision of electricity for EV is not a gift of public funds.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 2471</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Public contracts: change orders.</b> 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 ACCOUNTABILITY AND ADMINISTRATIVE REVIEW	Oppose	Addresses timing for issuance of payment under change orders.  Bill would micromanage local contracting decisions and impose an unnecessary burden on local project delivery.
<a href="#">AB 2517</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Daly D</a> (Dist 69)	<b>Use Fuel Tax Law.</b> 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, nonsubstantive changes to that definition.	ASSEMBLY PRINT	Watch	Spot bill related to taxation of compressed natural gas, liquefied petroleum gas, and Ethanol.
<a href="#">AB 2639</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Lowenthal D</a> (Dist 70)	<b>State freight plan.</b> 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 nonsubstantive changes to these provisions.	ASSEMBLY PRINT	Watch	Spot bill related to state freight Advisory Committee.
<a href="#">AB 2650</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Conway R</a> (Dist 26)	<b>Bonds: transportation.</b> 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 TRANSPORTATION	Oppose	Intended to halt sales of High Speed Rail Authority bonds, except those that support blended services.

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2651</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> This bill would repeal provisions related to transfer of commercial weight fees to support Proposition 1B bond debt service, thereby retaining the weight fee revenues in the State Highway Account. With respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, would instead require 44% of the revenues to the State Transportation Improvement Program, 12% to the State Highway Operations and Preservation Program, and 44% to be allocated by the Controller to city and county streets and roads.	ASSEMBLY TRANSPORTATION  4/21/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair	Watch	The bill seeks to recapture from General Fund support of Prop 1B debt service obligations funds derived from truck weight fees (approx. \$950 million, annually).  Prop 1B was approved by voters in 2006 as a state GO Bond; however, in uncertain state budget times, these fee revenues were transferred permanently to backfill General Fund costs to support the bonds.  See also AB 2728 (Perea) and SB 1418 (DeSaulnier).
<a href="#">AB 2652</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Transportation funds.</b> 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 nonsubstantive changes to these provisions.	ASSEMBLY PRINT	Watch	Spot bill related to transportation finance.
<a href="#">AB 2653</a> Amended 3/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Transportation funds.</b> This bill would delete the provisions allocating revenues derived from the increased motor vehicle fuel excise tax to State Highway Account reimbursement, the State Transportation Improvement Program (STIP), and the State Highway Operations and Protection Program (SHOPP). The bill would instead provide for the Controller to apportion all of these revenues to cities and counties for local streets and roads pursuant to a specified formula. Also would retain non-Article XIX funds that are now distributed to the Transportation Debt Service Fund to instead be allocated to Local Streets and Roads.	ASSEMBLY BUDGET	Watch	This bill addresses two funding issues: (1) redirects Tax Swap excise tax increment away from that distribution formula in present law (44%- STIP; 44% - Local Roads; and 12% - SHOPP) to instead allocate all of the tax swap excise tax increment (about \$1 billion) to Local Roads maintenance; and (2) Recaptures non-Article XIX State highway Account funds from present use on Prop 1B debt service to instead, be allocated pursuant to 44/44/12 formula, thus partially backfilling the amount redirected per 1 above. The net effect is to reduce STIP funds and SHOPP funds to the benefit of Local Roads. It is part of a larger Assembly Republican plan to regain transportation funds used for other purposes, but does so while changing the allocation formula.

**San Francisco County Transportation Authority**

April 2014

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<a href="#">AB 2690</a> Amended 3/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Driving under the influence.</b> Would authorize those enhanced penalties for a current conviction for driving under the influence or driving under the influence causing injury that occurs within 10 years of a separate conviction that was punished as a felony for driving under the influence, driving under the influence causing injury, or vehicular manslaughter with gross negligence. This bill contains other related provisions and other existing laws.	ASSEMBLY PUBLIC SAFETY	Watch	Recent amendment changes bill to pertain to enhanced penalties for DUIs.
<a href="#">AB 2728</a> Amended 3/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Vehicle weight fees: transportation bond debt service.</b> This bill would repeal provisions related to transfer of commercial weight fees to support Proposition 1B bond debt service, thereby retaining the weight fee revenues in the State Highway Account. With respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, would instead require 44% of the revenues to the State Transportation Improvement Program, 12% to the State Highway Operations and Preservation Program, and 44% to be allocated by the Controller to city and county streets and roads.	ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW	Watch	The bill seeks to recapture from General Fund support of Prop 1B debt service obligations funds derived from truck weight fees (approx. \$950 million, annually).  Prop 1B was approved by voters in 2006 as a state GO Bond; however, in uncertain state budget times, these fee revenues were transferred permanently to backfill General Fund costs to support the bonds.  See also AB 2651 (Linder) and SB 1418 (DeSaulnier).
<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.

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<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	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.

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<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 IFDs from having to gain voter approval. The Governor vetoed several similar bills in previous years.
<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> 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.
<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 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 (CalSTA), 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.

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<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, 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 (IFDs).	SENATE 2 YEAR	Watch	Eliminates vote requirement for IFDs and for bonds related to transit priority projects.
<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 (CEQA).</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.



**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<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: San Francisco Bay Area.</b> 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 Beal Street.
<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 TRANSPORTATION AND HOUSING	Oppose	Would amend the High Speed Bond Act to prohibit any further bonds to be sold.
<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 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.

**San Francisco County Transportation Authority**

April 2014

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<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 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.
<a href="#">SB 969</a> Introduced 2/10/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Public works.</b> 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	Oppose	Expands 2013's Peer Review Act beyond Caltrans projects that cost more than \$1 billion to include any transportation agency.  This bill would require local project sponsors to convene a review panel for local transportation projects, even if they do not receive state funding.
<a href="#">SB 990</a> Introduced 2/12/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 16)	<b>Transportation funds: disadvantaged small communities.</b> Would require each regional transportation improvement program 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	Oppose	Mandates a 5% set aside for Regional Transportation Improvement Program (RTIP) funds for use on projects in small disadvantaged communities.  The bill would further restrict local and regional discretion over RTIP programming by restricting it to congestion relief and safety projects.

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1077</a> Introduced 2/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Vehicles: vehicle-miles-traveled charges.</b> Would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California. The bill would also require the Department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016. The bill would provide that these provisions would be repealed on January 1, 2018.	SENATE TRANSPORTATION AND HOUSING  4/22/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	New - Recommend Support	This bill is intended to have State review VMT as a source of state transportation funding.  We are recommending support as present state sources rely on gas excise tax, which is declining as fuel efficiency increases.
<a href="#">SB 1122</a> Amended 3/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	<b>Sustainable communities: Strategic Growth Council.</b> Would authorize the Strategic Growth Council to develop and implement regional grant programs to support the implementation of sustainable communities strategies, alternative transportation plans, or other regional greenhouse gas emission reduction plans within a developed area. The bill would require the council, in consultation with specified public agencies, to establish standards for integrated modeling systems and measurement methods, and standards for the use of moneys awarded.	SENATE ENVIRONMENTAL QUALITY  4/2/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair	Support, if Amended	Establishes Cap and Trade funds as a source of funding for planning grants for Sustainable Communities Strategy (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 SB 375.
<a href="#">SB 1145</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Corbett D</a> (Dist 10)	<b>Railroad crossings: quiet zones.</b> 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 RULES	Watch	Spot bill intended to address local railroad crossing "quiet zones".

**San Francisco County Transportation Authority**

April 2014

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<a href="#">SB 1151</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: school zone fines.</b> 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 TRANSPORTATION AND HOUSING  4/22/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	Support	Establishes double fine zones for driving violations near schools.
<a href="#">SB 1156</a> Introduced 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Steinberg D</a> (Dist 6)	<b>California Carbon Tax Law of 2014.</b> 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 GOVERNANCE AND FINANCE  4/9/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	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.
<a href="#">SB 1183</a> Amended 3/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Local Bike Infrastructure Enhancement Act of 2014</b> 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 GOVERNANCE AND FINANCE  4/9/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	Watch	Authorizes city, county or park districts to impose a tax on bicycles.

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1204</a> Amended 3/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Lara D</a> (Dist 33)	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> Would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment 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 in conjunction with the State Energy Resources Conservation and Development Commission.	SENATE TRANSPORTATION AND HOUSING  4/1/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	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.
<a href="#">SB 1298</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernandez D</a> (Dist 24)	<b>High-occupancy toll lanes.</b> 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 TRANSPORTATION AND HOUSING	Watch	Expands authority for HOT lanes.
<a href="#">SB 1312</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Steinberg D</a> (Dist 6)	<b>California Transportation Commission: annual report.</b> Current law requires the California Transportation Commission 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 were to be included in the reports submitted between 2001 and 2008.	SENATE TRANSPORTATION AND HOUSING  4/22/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	Watch	Spot bill related to the CTC

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1415</a> Amended 3/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Bay Area Air Quality Management District (BAAQMD): advisory council.</b> Would limit the Bay Area Air Quality Management Council to 7 appointed members, would no longer allow for members of the general public to be appointed under specified circumstances, and would additionally require the inclusion of members who are skilled and experienced in the fields of air pollution, climate change, or the health impacts of air pollution. The bill would require members to be selected to include a diversity of perspectives, expertise, and backgrounds. 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 ENVIRONMENTAL QUALITY  4/2/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair	Watch	Adds requirement that BAAQMD members meet certain skill requirements.  Also, reduces board membership from 20 members to seven.
<a href="#">SB 1418</a> Amended 3/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Vehicle weight fees: transportation bond debt service.</b> This bill would repeal provisions related to transfer of commercial weight fees to support Proposition 1B bond debt service, thereby retaining the weight fee revenues in the State Highway Account. With respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, would instead require 56% of the revenues to be deposited by the Controller in the State Highway Account and 44% to be allocated by the Controller to city and county streets and roads. This bill would require a minimum of 21.453% of the revenues deposited in the State Highway Account under these provisions to be allocated to the State Highway Operation and Protection Program.	SENATE TRANSPORTATION AND HOUSING  4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	Watch	The bill seeks to recapture from General Fund support of Prop 1B debt service obligations funds derived from truck weight fees (approx. \$950 million, annually).  Prop 1B was approved by voters in 2006 as a state GO Bond; however, in uncertain state budget times, these fee revenues were transferred permanently to backfill General Fund costs to support the bonds.  See also AB 2651 (Linder) and AB 2728 (Perea).
<a href="#">SB 1433</a> Introduced 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Local Agency Public Construction Act: transit design-build contracts.</b> 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 TRANSPORTATION AND HOUSING	Support	Indefinitely extends and reforms transit Design-Build law.

San Francisco County Transportation Authority

April 2014

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1446</a> Amended 3/25/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">DeSaulnier D</a> (Dist 7)	<b>Health care coverage.</b> Would allow a small employer health care service plan contract or a small employer health benefit plan, as defined, that is in effect as of the effective date of this act, that does not qualify as a grandfathered health plan under PPACA to be renewed until October 1, 2016, and to continue to be in force until September 30, 2017. The bill would exempt those health care service plan contracts and health benefit plans from various provisions of state law that implement the PPACA reforms described above. The bill would require that these provisions be implemented only to the extent permitted by PPACA. This bill contains other related provisions and other existing laws.	SENATE RULES  4/1/2014 Anticipated Hearing SENATE RULES, Not in daily file.	New - Recommend Drop from Matrix	Previously was a spot bill for future reform of Caltrans.  Recent amendments change the focus of this bill to pertain to small employer health care plans.
<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.  We are seeking amendments to remove the proposed state-mandated restrictions on the use of locally approved revenues.

**San Francisco County Transportation Authority**

April 2014

Bill #	Author	Description	Status	Position	Comments
<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.
<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: 71

Total Tracking Forms: 71



# The Lawmaking Process

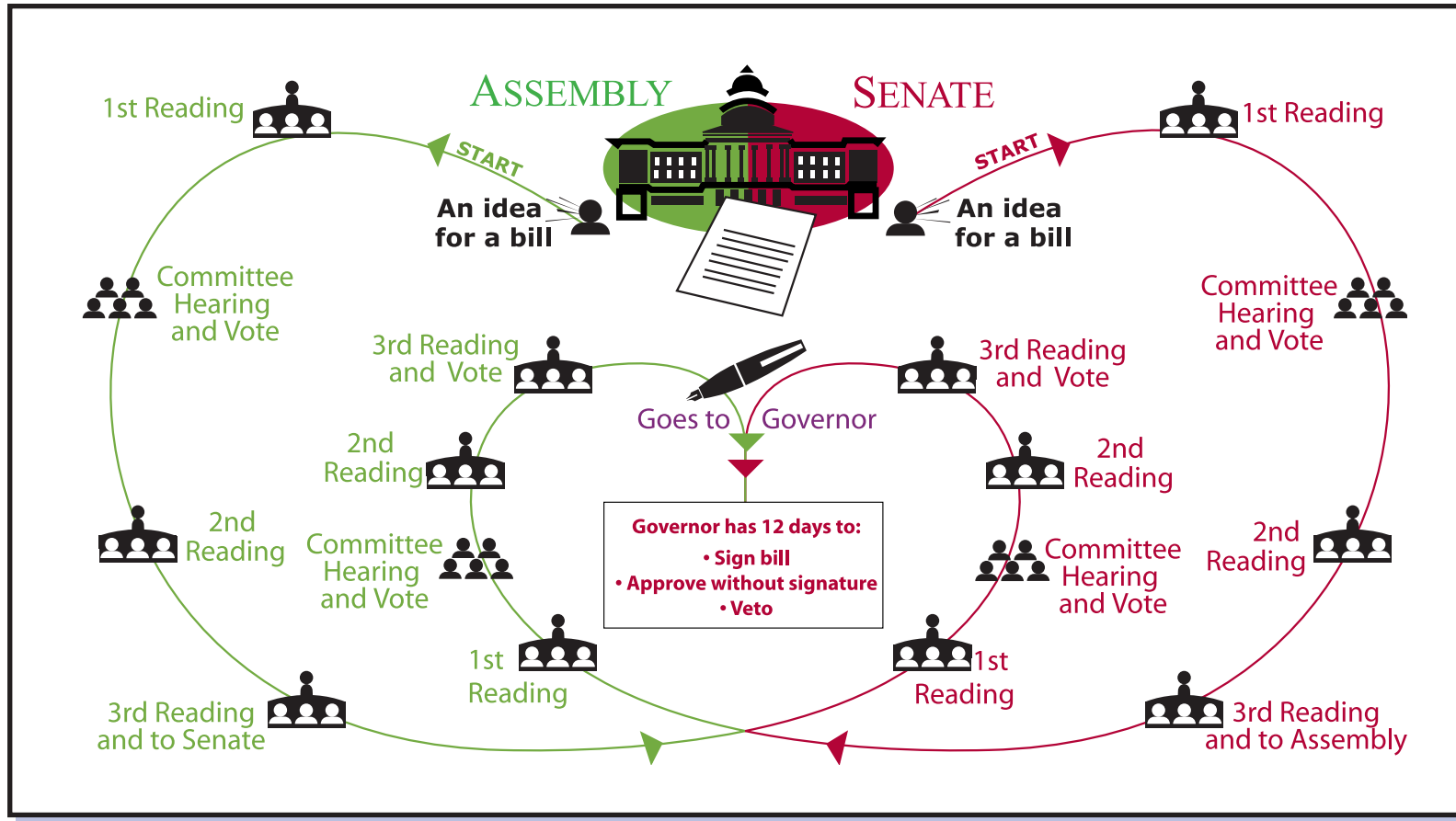


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## Four Important Facts About the Legislative Process

- Any legislator can introduce a bill.
- People interested in bills may testify during committee hearings.
- Bills passed by one house must be passed by the other house before going to the Governor.
- Vetoes bills may be overridden by both houses.



compliments of  
**Senator Darrell Steinberg**

Senate President pro Tem  
Senate District 6

**Capitol Office**

State Capitol, Room 205 • Sacramento, CA 95814  
tel (916) 651-4006 • fax (916) 323-2263

**District Office**

1020 N Street, #576 • Sacramento, CA 95814  
tel (916) 651-1529 • fax (916) 327-8754

senator.steinberg@senate.ca.gov



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## OVERVIEW OF LEGISLATIVE PROCESS

The process of government by which bills are considered and laws enacted is commonly referred to as the Legislative Process. The California State Legislature is made up of two houses: the Senate and the Assembly. There are 40 Senators and 80 Assembly Members representing the people of the State of California. The Legislature has a legislative calendar containing important dates of activities during its two-year session.

### Idea

All legislation begins as an idea or concept. Ideas and concepts can come from a variety of sources. The process begins when a Senator or Assembly Member decides to author a bill.

### The Author

A Legislator sends the idea for the bill to the Legislative Counsel where it is drafted into the actual bill. The draft of the bill is returned to the Legislator for introduction. If the author is a Senator, the bill is introduced in the Senate. If the author is an Assembly Member, the bill is introduced in the Assembly.

### First Reading/Introduction

A bill is introduced or read the first time when the bill number, the name of the author, and the descriptive title of the bill is read on the floor of the house. The bill is then sent to the Office of State Printing. No bill may be acted upon until 30 days has passed from the date of its introduction.

### Committee Hearings

The bill then goes to the Rules Committee of the house of origin where it is assigned to the appropriate policy committee for its first hearing. Bills are assigned to policy committees according to subject area of the bill. For example, a Senate bill dealing with health care facilities would first be assigned to the Senate Health and Human Services Committee for policy review. Bills that require the expenditure of funds must also be heard in the fiscal committees: Senate Appropriations or Assembly Appropriations. Each house has a number of policy committees and a fiscal committee. Each committee is made up of a specified number of Senators or Assembly Members.

During the committee hearing the author presents the bill to the committee and testimony can be heard in support of or opposition to the bill. The committee then votes by passing the bill, passing the bill as amended, or defeating the bill. Bills can be amended several times. Letters of support or opposition are important and should be mailed to the author and committee members before the bill is scheduled to be heard in committee. It takes a majority vote of the full committee membership for a bill to be passed by the committee.

Each house maintains a schedule of legislative committee hearings. Prior to a bill's hearing, a bill analysis is prepared that explains current law, what the bill is intended to do, and some background information. Typically the analysis also lists organizations that support or oppose the bill.

### Second and Third Reading

Bills passed by committees are read a second time on the floor in the house of origin and then assigned to third reading. Bill analyses are also prepared prior to third reading. When a bill is read the third time it is explained by

the author, discussed by the Members and voted on by a roll call vote. Bills that require an appropriation or that take effect immediately, generally require 27 votes in the Senate and 54 votes in the Assembly to be passed. Other bills generally require 21 votes in the Senate and 41 votes in the Assembly. If a bill is defeated, the Member may seek reconsideration and another vote.

### **Repeat Process in other House**

Once the bill has been approved by the house of origin it proceeds to the other house where the procedure is repeated.

### **Resolution of Differences**

If a bill is amended in the second house, it must go back to the house of origin for concurrence, which is agreement on the amendments. If agreement cannot be reached, the bill is referred to a two house conference committee to resolve differences. Three members of the committee are from the Senate and three are from the Assembly. If a compromise is reached, the bill is returned to both houses for a vote.

### **Governor**

If both houses approve a bill, it then goes to the Governor. The Governor has three choices. The Governor can sign the bill into law, allow it to become law without his or her signature, or veto it. A governor's veto can be overridden by a two thirds vote in both houses. Most bills go into effect on the first day of January of the next year. Urgency measures take effect immediately after they are signed or allowed to become law without signature.

### **California Law**

Bills that are passed by the Legislature and approved by the Governor are assigned a chapter number by the Secretary of State. These Chaptered Bills (also referred to as Statutes of the year they were enacted) then become part of the California Codes. The California Codes are a comprehensive collection of laws grouped by subject matter.

The California Constitution sets forth the fundamental laws by which the State of California is governed. All amendments to the Constitution come about as a result of constitutional amendments presented to the people for their approval.