



## RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislature; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; and

WHEREAS, On June 10, 2014, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language, and recommended positions on various bills; now, therefore, be it

RESOLVED, That the Transportation Authority does adopt a support position on Assembly Bill (AB) 2337 (Linder) and AB 2707 (Chau); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

Attachment:

1. Legislative Matrix

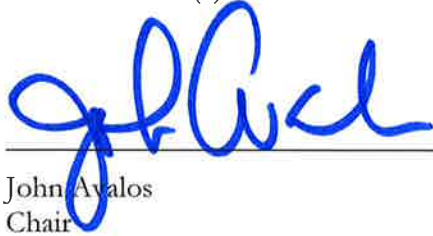


The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 24th day of June, 2014, by the following votes:

**Ayes:** Commissioners Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (11)

**Nays:** (0)

**Absent:** (0)

 6-25-14  
John Avalos Date  
Chair

ATTEST:  6/26/14  
Tilly Chang Date  
Executive Director

**San Francisco County Transportation Authority**

June 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) 2337 (Linder), and AB 2707 (Chau)

Bill #	Author	Description	Status	Position	Comments
<a href="#"><b>AB 105</b></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="#"><b>AB 229</b></a> Amended: 8/12/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>John A. Pérez D</b> (Dist 53)	<b>Local government: infrastructure and revitalization financing districts.</b> Would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. This bill contains other related provisions.	Assembly 2 year	Watch	Expands infrastructure financing district law to include revitalization within a designated district. Would require a 2/3s vote to establish the district and specifically includes the following as authorized projects, among others: highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities.

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Bill #	Author	Description	Status	Position	Comments
<b><u>AB 612</u></b>  Amended: 5/29/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Nazarian D</u></b>  (Dist 46)	<b>Charter-party carriers of passengers: online-enabled application or platform.</b> This bill would define a charter-party carrier of passengers to include a person that uses an online-enabled application or platform to connect passengers with drivers. The bill would require a charter-party carrier of passengers to participate in the Department of Motor Vehicle's Employer Pull Notice Program. The bill would require persons operating vehicles used in transportation for compensation under the act to furnish to the Department of Justice a full set of fingerprints to conduct criminal history record checks and to cause the results to be reported to the Public Utilities Commission. The bill would require assurances of protection against liability applicable to charter-party carriers under existing law to be primary and carried by the permit or certificate holder. The bill would require the commission to develop a standard disclosure agreement with respect to drivers who make themselves available for services with charter-party carriers of passengers that utilize an online-enabled application or platform to connect passengers with drivers.	Senate Transportation	New – Recommend Watch	This is an expanded version of a different bill by the author, AB 2068, which is no longer active. This bill contains the key provision that other bill had related to protections against liability, but then extends other provisions of the charter party law (finger prints, DMV pull notice program, etc.) to transportation network companies.
<b><u>AB 935</u></b>  Amended: 4/25/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Frazier D</u></b>  (Dist 11)	<b>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</b> Would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that 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.
<b><u>AB 1046</u></b>  Amended: 3/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Gordon D</u></b>  (Dist 24)	<b>Department of Transportation: Innovative Delivery Team Demonstration Program.</b> Would authorize the Department of Transportation's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.	Senate 2 year	Watch	Another bill for Santa Clara to seek better collaboration with Caltrans in their local capital program through a Master Agreement. This bill could have impacts on delivery throughout the rest of Caltrans District 4 area.

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<b><u>AB 1081</u></b>  Amended: 8/12/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Medina D</u></b>  (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.
<b><u>AB 1179</u></b>  Amended: 1/6/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Bocanegra D</u></b>  (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  6/10/2014 9:30 a.m. - Room 112 SENATE NATURAL RESOURCES AND WATER, PAVLEY, Chair	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
<p><b><u>AB 1193</u></b></p> <p>Amended: 1/23/2014 <a href="#">pdf</a> <a href="#">html</a></p>	<p><b><u>Ting D</u></b></p> <p>(Dist 19)</p>	<p><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.</p>	Senate Transportation and Housing	Watch	<p>Originally a spot bill related to design of bikeways.</p> <p>Now imposes broader standards for use by locals in applying bicycle safety criteria.</p> <p>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. Caltrans has indicated it will adopt the NACTO recommendations as standards and will work to make its design restrictions less stringent.</p>
<p><b><u>AB 1194</u></b></p> <p>Amended: 5/24/2013 <a href="#">pdf</a> <a href="#">html</a></p>	<p><b><u>Ammiano D</u></b></p> <p>(Dist 17)</p>	<p><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.</p>	Senate 2 year	Watch	<p>Dedicates \$46 million annually for Safe Routes to School Program.</p> <p>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.</p> <p>An active bill that could be used for other purposes.</p>

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<b><u>AB 1532</u></b>  Amended: 5/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Gatto D</u></b>  (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.	Senate Rules	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.
<b><u>AB 1546</u></b>  Introduced: 1/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Chávez R</u></b>  (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 Dead	New - Recommend Delete form Matrix	Spot bill related to traffic control devices.
<b><u>AB 1646</u></b>  Amended: 5/8/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Frazier D</u></b>  (Dist 11)	<b>Vehicles: electronic wireless communication devices: prohibitions.</b> Current law requires the Department of Motor Vehicles 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.	Senate Transportation and Housing	Watch	Adds to DMV driver's exam the requirement that applicants be tested on dangers of operating motor vehicles while using hand held devices.  The latest amendment restores a provision that prohibited law enforcement from stopping a vehicle to determine whether the driver is using a device.

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<b>AB 1724</b>  Amended: 3/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Frazier D</b>  (Dist 11)	<b>Construction Manager/General Contractor method: regional transportation agencies.</b> 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. The bill would require a regional transportation agency, within 180 days after the completion of any project using the Construction Manager/General Contractor project delivery method, to prepare a report that describes each project and provides relevant data, as specified. This bill contains other related provisions.	Senate  5/29/2014 #9 ASSEMBLY THIRD READING FILE	Support	Provides entities such as SFCTA authority 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.
<b>AB 1811</b>  Amended: 4/8/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Buchanan D</b>  (Dist 16)	<b>High-occupancy vehicle 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 authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes.	Senate Transportation and Housing	Watch	Addresses Sunol Grade HOT lanes and mandates that HOV users have access at all times.
<b>AB 1857</b>  Amended: 3/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Frazier D</b>  (Dist 11)	<b>Department of Transportation: vehicle and equipment procurement.</b> Until January 1, 2019, this bill would 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 of General Services to prepare an evaluation with regard to this process, as specified.	Senate Rules	Watch	Modernizes Caltrans heavy duty fleet procurement by requiring life-cycle cost assessment. Goal is to reduce costs.
<b>AB 1872</b>  Introduced: 2/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Stone D</b>  (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 Dead	New - Recommend Delete form Matrix	Spot bill related to regional transportation planning.



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<b><u>AB 1907</u></b>  Amended: 4/3/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Ridley-Thomas D</u></b>  (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.	Senate Transportation and Housing  6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	Watch	Attempts to equalize measurements for taxing purposes for compressed natural gas and liquefied natural gas.
<b><u>AB 2008</u></b>  Amended: 5/7/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Quirk D</u></b>  (Dist 20)	<b>Transit village plans: goods movement.</b> Current law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics. This bill would require the transit village plan to address demonstrable public benefits beyond the increase in transit usage including any 6 specified benefits. The bill would add as a public benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through the provision of dedicated loading and unloading facilities for commercial space.	Senate Transportation and Housing	Watch	Seeks to reduce greenhouse gas emissions from urban freight by adding requirements to the preparation of sustainable communities strategies.
<b><u>AB 2013</u></b>  Amended: 4/2/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Muratsuchi D</u></b>  (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 related provisions and other current laws.	Senate Transportation and Housing  6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	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 previously adopted 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.

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<b>AB 2021</b>  Amended: 3/17/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Gordon D</b>  (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.	Senate Transportation and Housing  6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	Watch	This bill authorizes San Mateo to use of Construction Manager/General Contractor project delivery method for transit purposes and provides authority to use an existing labor compliance program.
<b>AB 2068</b>  Amended: 4/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Nazarian D</b>  (Dist 46)	<b>Charter-party carriers of passengers.</b> Current law establishes various exclusions to the Passenger Charter-party Carriers' Act. Pursuant to current law, the Public Utilities Commission rendered a decision relating to public safety risks in the operation of transportation network companies and defined a transportation network company as an organization that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. This bill would specifically include within the definition of charter-party carrier of passengers a person that uses an online-enabled application or platform to connect passengers with drivers.	Assembly Dead	New - Recommend Delete form Matrix	The bill clarifies that Transportation Network Companies are charter-party carriers (transportation of persons by motor vehicle) which the State Public Utility Commission governs.  See AB 612 for newly introduced, expanded version of this bill.
<b>AB 2090</b>  Amended: 3/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Fong D</b>  (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 consent 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.	Senate Transportation and Housing	Watch	Would shift metrics for VTA operations of HOT lanes from LOS Standard to other measurements such as speed or travel time.

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<b><u>AB 2119</u></b>  Amended: 5/14/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Stone D</u></b>  (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 if levied on the entire county, or of the unincorporated area of the county if levied on the unincorporated area of the county. 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.	Senate Governance and Finance	Watch	Permits a county sales tax to be imposed in the entire county or within the unincorporated area.
<b><u>AB 2173</u></b>  Amended: 4/30/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Bradford D</u></b>  (Dist 62)	<b>Vehicles: motorized bicycles.</b> Would redefine a "motorized bicycle" or "moped" by increasing the maximum gross brake horsepower that its motor produces to less than 4.	Senate Transportation and Housing  6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair	Watch	Provides a definition of low speed electric bicycles and permits them access to the bike trails.
<b><u>AB 2197</u></b>  Amended: 4/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Mullin D</u></b>  (Dist 22)	<b>Vehicles: temporary license plates.</b> Would require the Department of Motor Vehicles (DMV) to contract with a private industry partner for the development of 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. The bill would require the DMV to ensure that the system is operational on or before January 1, 2016. This bill contains other related provisions and other existing laws.	Assembly Dead	New - Recommend Delete form Matrix	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.  This bill was a legislative priority for the Metropolitan Transportation Commission.
<b><u>AB 2250</u></b>  Amended: 4/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Daly D</u></b>  (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 toll revenues generated from the managed lane that is administered by the local agency remain available for expenditure within the respective corridor in which the managed lane is located.	Senate Transportation and Housing	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.

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<b><u>AB 2293</u></b>  Amended: 5/15/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Bonilla D</u></b>  (Dist 14)	<b>Transportation network companies: insurance coverage.</b> Would define "transportation network company" and would require a transportation network company to disclose in writing to participating drivers, as part of its agreement with those drivers, the insurance coverage and limits of liability provided by the transportation network company and to advise a participating driver in writing that the driver's personal automobile insurance policy may not provide coverage while the driver makes himself or herself available for transportation network company services. This bill contains other related provisions.	Senate Rules	Watch	This bill is intended to ensure that drivers are aware of the insurance coverage and limits of liability that a TNC provides while a driver makes themselves available for TNC services. The goal is ensure that drivers are clear about the coverage offered and are not left with the false impression that personal auto insurance will cover TNC activities.
<b><u>AB 2337</u></b>  Introduced: 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Linder R</u></b>  (Dist 60)	<b>Driver's licenses: suspension and revocation.</b> Would prohibit the Department of Motor Vehicles from reinstating a person's privilege to drive a motor vehicle until the expiration of 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 specified requirements.	Senate Transportation and Housing	New – Recommend Support	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.  We are recommending supporting this bill as it is similar to AB 1532, for which we previously adopted a support position.
<b><u>AB 2355</u></b>  Amended: 4/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Levine D</u></b>  (Dist 10)	<b>Local agencies: streets and highways: recycled materials.</b> Would require, by January 1, 2017, a local agency 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 regularly scheduled public hearing of the local agency's legislative or other governing body . 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.	Senate Transportation and Housing	Watch	Requires local governments to use recycled paving materials or to explain publicly why not.
<b><u>AB 2398</u></b>  Amended: 5/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Levine D</u></b>  (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 \$220 and not more than \$1,000. The bill would assign a violation point for a conviction under these provisions.	Senate Rules	Support	Adds a fine and assigns a violation point for drivers whose violation causes pedestrian/bike injury.

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<b>AB 2414</b>  Introduced: 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Ting D</b>  (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.	Senate Governmental Organization  6/24/2014 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE GOVERNMENTAL ORGANIZATION, CORREA, Chair	Watch	Clarifies that government provision of electricity for EV is not a gift of public funds.
<b>AB 2471</b>  Amended: 5/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Frazier D</b>  (Dist 11)	<b>Public contracts: change orders.</b> Would require a public entity, as defined, when authorized to order changes or additions to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and no later than 60 days after the extra work is performed and reasonable documentation has been submitted, except as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the extra work that has already been performed.	Senate  5/29/2014 #59 ASSEMBLY THIRD READING FILE	Oppose	Addresses timing for issuance of payment under change orders.  We previously adopted an oppose position because it will micromanage local contracting decisions and impose an unnecessary burden on local project delivery.
<b>AB 2639</b>  Introduced: 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Lowenthal D</b>  (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 Dead	New - Recommend Delete form Matrix	Spot bill related to state freight Advisory Committee.
<b>AB 2651</b>  Introduced: 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Linder R</b>  (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> 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 Dead	New - Recommend Delete form Matrix	Recaptures truck weight fees that now pay for Prop 1B/1A debt service.  Merged into AB 2728, essentially, identical bill.

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Bill #	Author	Description	Status	Position	Comments
<b><u>AB 2690</u></b>  Amended: 3/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Mullin D</u></b>  (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.	Senate Rules	Support	This bill changes the term "prior violation" to "separate violation" in the statute that authorizes enhanced penalties if the current offense occurred within 10 years of a prior conviction that was punished as a felony for specified driving under the influence (DUI) offenses. The author is conforming this statute with other similar laws.
<b><u>AB 2707</u></b>  Amended: 3/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Chau D</u></b>  (Dist 49)	<b>Vehicles: length limitations: buses: bicycle transportation devices.</b> This bill authorizes the installation of 40-inch front-mounted bike racks on any transit bus that is no more than 40 feet in length.	Senate Transportation	New – Recommend Support	Statewide expansion of authority for any transit agency to mount 3-place bike racks on standard 40-foot bus. Previously, agencies sought this approval on a standalone basis.
<b><u>AB 2728</u></b>  Amended: 4/24/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Perea D</u></b>  (Dist 31)	<b>Vehicle weight fees: transportation bond debt service.</b> Would, until January 1, 2019, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Dead	New - Recommend Delete form Matrix	Originally, excluded sales tax from calculation of bid prices. Amended to redirect \$950 million in truck fees from General Fund back to transportation purposes.
<b><u>ACA 8</u></b>  Amended: 4/4/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Blumenfield D</u></b>  (Dist 0)	<b>Local government financing: voter approval.</b> Would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	Watch	Author attempted through budget process to see this measure adopted. It would provide locals with authority to seek local bonds for public improvements with 55% voter approval.

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Bill #	Author	Description	Status	Position	Comments
<b>SB 1</b>  Amended: 9/3/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Steinberg D</b>  (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.
<b>SB 11</b>  Amended: 9/6/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Pavley D</b>  (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.



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Bill #	Author	Description	Status	Position	Comments
<b>SB 33</b>  Amended: 8/26/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Wolk D</b>  (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.
<b>SB 391</b>  Amended: 8/8/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>DeSaulnier D</b>  (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.
<b>SB 486</b>  Amended: 5/23/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>DeSaulnier D</b>  (Dist 7)	<b>Department of Transportation: goals and performance measures.</b> Would require the California Transportation Commission, on or before January 31, 2015, and every 4 years thereafter, and in consultation with the Department of Transportation, to develop and adopt specific goals for the department to achieve specified priorities relative to the operation of effective transportation systems, the maintenance of the state highway system, and the reduction of greenhouse gas emissions in the department's activities. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	This bill was revised entirely to pursue a new approach to oversight of Caltrans by requiring the CTC to adopt, every 4 years, goals for Caltrans in the areas of improving systems operations, highway maintenance, and GHG reductions.



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Bill #	Author	Description	Status	Position	Comments
<b>SB 628</b>  Enrollment: 8/15/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Beall D</b>  (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.	Senate 2 year	Watch	Eliminates vote requirement for IFDs and for bonds related to transit priority projects.
<b>SB 731</b>  Amended: 9/9/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Steinberg D</b>  (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.
<b>SB 792</b>  Amended: 5/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>DeSaulnier D</b>  (Dist 7)	<b>Regional entities: San Francisco Bay Area.</b> Would require the member agencies of the joint policy committee (JPC) to complete an analysis of common functions and identify opportunities to save costs, reduce redundancies, and further the goals of the member agencies. The bill would require the analysis to also include a statement relative to the expected reduction of overhead, operation, and management costs. This bill contains other related provisions and other existing laws.	Assembly Local Government  6/18/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	Watch	This is the author's renewed attempt to consolidate certain functions between Bay Area planning entities.  Recent amendments “soften” the bill requirements that had the JPC preparing a plan of action to instead require that the JPC analyze the agencies for cost savings opportunities and eliminating redundancies.

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<b>SB 969</b>  Amended: 5/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>DeSaulnier D</b>  (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 Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. 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.	Assembly	Oppose	Expands 2013's Peer Review Act beyond Caltrans projects that cost more than \$1 billion to include any transportation agency.  Recent amendments adjust the threshold up to \$2.5 billion.  We previously adopted an oppose position because it is inappropriate for the State to convene a review panel for local transportation projects.
<b>SB 990</b>  Amended: 4/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Vidak R</b>  (Dist 16)	<b>Transportation funds: disadvantaged small communities.</b> Would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for 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.	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.  While we support funding for disadvantaged communities, we previously adopted 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.
<b>SB 1077</b>  Amended: 4/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>DeSaulnier D</b>  (Dist 7)	<b>Vehicles: mileage-based fee pilot program.</b> Would require the Transportation Agency to develop, by January 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax . The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified.	Assembly Desk	Support	This bill is intended to have State review VMT as a source of state transportation funding.  We previously adopted a support as present state sources rely on gas excise tax, which is declining as fuel efficiency increases.

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Bill #	Author	Description	Status	Position	Comments
<b>SB 1122</b>  Amended: 5/5/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Pavley D</b>  (Dist 27)	<b>Sustainable communities: Strategic Growth Council.</b> Current law authorizes moneys from the Greenhouse Gas Reduction Fund to be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments, including funding to reduce greenhouse gas emissions through strategic planning and development of sustainable infrastructure projects. This bill would additionally authorize the council to manage and award financial assistance for the purpose of supporting the implementation of sustainable communities strategies or alternative planning strategies, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature. The bill would require the council to adopt guidelines for the use of the funds by recipients.	Senate Dead	New - Recommend Delete form Matrix	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 through the budget process 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.
<b>SB 1145</b>  Introduced: 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Corbett D</b>  (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 Dead	New - Recommend Delete form Matrix	Spot bill intended to address local railroad crossing "quiet zones".
<b>SB 1151</b>  Amended: 4/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Cannella R</b>  (Dist 12)	<b>Vehicles: school zone fines.</b> Would require that an additional fine of \$35 be imposed for specified violations relating to rules of the road and driving under the influence if a 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 funding school zone safety projects within the Active Transportation Program.	Assembly Transportation  6/9/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION , LOWENTHAL, Chair	Support	Establishes double fine zones for driving violations near schools.

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Bill #	Author	Description	Status	Position	Comments
<b>SB 1156</b>  Introduced: 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Steinberg D</b>  (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	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.
<b>SB 1183</b>  Amended: 5/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>DeSaulnier D</b>  (Dist 7)	<b>Vehicle registration fees: surcharge for bicycle infrastructure.</b> Would authorize a city, county, or regional park district to impose, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes.	Assembly	Support	Originally, authorized city, county or park districts to impose a tax on bicycles. Amended to authorize these entities to instead, impose up to \$5 registration fee on autos to fund bike facilities. Could generate approximately \$2.5 million annually in San Francisco. Public vote on fee would be required and would need a 2/3 majority per Prop. 26 requirements.  Latest amendments limit agency administrative costs to 5% of proceeds.
<b>SB 1204</b>  Amended: 5/6/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Lara D</b>  (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 technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission.	Assembly Desk	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.

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Bill #	Author	Description	Status	Position	Comments
<b><u>SB 1217</u></b>  Amended: 5/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Leno D</u></b>  (Dist 11)	<b>Climate change: preparedness.</b> Would require the Natural Resources Agency, in consultation with other appropriate state agencies and departments, on or before January 1, 2019, and every 5 years thereafter, to prepare a climate change strategy that evaluates climate change risks to the state. The bill would require the strategy to identify mitigation measures that increase climate change resiliency. The bill would require the Natural Resources Agency to identify possible funding for mitigation measures identified in the strategy.	Assembly	Support	The bill builds on Governor Brown's Executive Order that directed state agencies to address climate resiliency.
<b><u>SB 1298</u></b>  Amended: 5/7/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Hernandez D</u></b>  (Dist 24)	<b>High-occupancy toll lanes.</b> Would remove the limitations on the number of HOT lanes and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission, and would require that resources necessary in that regard be included in the Governor's proposed annual budget. This bill contains other related provisions and other existing laws.	Assembly Desk	Watch	Expands authority for HOT lanes.  Latest amendments require HOT Lane application to be approved by CTC.
<b><u>SB 1312</u></b>  Introduced: 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Steinberg D</u></b>  (Dist 6)	<b>California Transportation Commission (CTC): 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 was to be included in the reports submitted between 2001 and 2008.	Assembly Desk	Watch	Spot bill related to the CTC.
<b><u>SB 1415</u></b>  Amended: 4/29/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Hill D</u></b>  (Dist 13)	<b>Bay Area Air Quality Management District (BAAQMD): advisory council.</b> Current law establishes a district board to govern the BAAQMD. This bill, beginning July 1, 2015, would abolish the membership of the BAAQMD Advisory Council, would reconstitute the membership of the council to include 7 appointed members, and would require the members to be skilled and experienced in the fields of air pollution, climate change, or the health impacts of air pollution and 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.	Assembly Natural Resources	Watch	Adds requirement that BAAQMD members meet certain skill requirements.  Also, reduces board membership from 20 members to seven.  Supported by BAAQMD.

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Bill #	Author	Description	Status	Position	Comments
<b>SB 1418</b>  Amended: 5/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>DeSaulnier D</b>  (Dist 7)	<b>Vehicle weight fees: transportation bond debt service.</b> 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. Current law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard.	Senate Appropriations Suspense File	Watch	Originally, a Spot bill related to the CTC. Amended to require truck fees to be returned from General Fund to state and local road repairs.  Prop 1B was approved by voters in 2006 as a state general obligation bond; however, in uncertain state budget ties, these fee revenues were transferred permanently to backfill General Fund costs to support the bonds.  Similar bills AB 2651 (Linder) and AB 2728 (Perea) are no longer active and are recommended for removal from the matrix.
<b>SB 1433</b>  Introduced: 2/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Hill D</b>  (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.	Assembly Local Government  6/18/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	Support	Indefinitely extends and reforms transit Design-Build law.
<b>SCA 4</b>  Amended: 8/28/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Liu D</b>  (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.

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<b>SCA 8</b>  Amended: 5/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Corbett D</b>  (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.
<b>SCA 9</b>  Amended: 5/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Corbett D</b>  (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.
<b>SCA 11</b>  Amended: 5/21/2013 <a href="#">pdf</a> <a href="#">html</a>	<b>Hancock D</b>  (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: 75

Total Tracking Forms: 75