



## 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 September 9, 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/sponsor position on Assembly Bill (AB) 141 (Ammiano); 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 23<sup>rd</sup> day of September, 2014, by the following votes:

**Ayes:** Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee (9)

**Nays:** (0)

**Absent:** Commissioners Campos and Farrell (2)

 9-24-14  
\_\_\_\_\_  
John Avalos Date  
Chair

ATTEST:  9/24/14  
\_\_\_\_\_  
Tilly Chang Date  
Executive Director

# San Francisco County Transportation Authority

September 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 position this month:

- Sponsor/Support for Assembly Bill (AB) 141 (Ammiano)

Bill #	Author	Description	Status	Position	Comments
<b><a href="#">AB 105</a></b>  Amended: 8/30/2013 <a href="#">pdf</a> <a href="#">html</a>	Committee on Budget	<b>Active Transportation Program (ATP).</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	New – Recommend Drop from Matrix	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.
<b><a href="#">AB 141</a></b>  Enrollment: 8/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><a href="#">Ammiano D</a></b> (Dist 17)	<b>Treasure Island Transportation Management Act.</b> Would rename the Treasure Island Transportation Management Agency as the Treasure Island Mobility Management Agency (TIMMA) and would authorize the Board of Supervisors of the City and County of San Francisco to revise or revoke its designation of the transportation management agency and designate a new board or agency to act as the transportation management agency at any time. The bill affirms that the transportation management agency is a separate and distinct legal entity that is responsible for its own obligations, debt, and liabilities. This bill contains other related provisions.	Assembly Enrollment	New - Recommend Sponsor/Support	This bill was sponsored by the Transportation Authority to firewall its current revenues (e.g. Prop K, Prop AA) and liabilities from its new role as TIMMA.

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Bill #	Author	Description	Status	Position	Comments
<b><u>AB 229</u></b>  Enrollment: 8/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>John A. Pérez D</u></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 Enrollment	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.
<b><u>AB 612</u></b>  Amended: 8/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Nazarian D</u></b>  (Dist 46)	<b>Charter-party carriers of passengers: permit requirements: drivers.</b> Would prohibit the Public Utilities Commission (PUC) from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system and provides for mandatory Department of Justice background checks of every driver, except as specified, who is either employed by or under contract to the applicant. This bill contains other related provisions and other existing laws.	Assembly Transportation	New - Recommend Drop from Matrix	Bill intended to subject Transportation Network Companies (TNCs) to PUC "pull notice" program. AB 2293 became the principal vehicle to address regulation of TNCs.
<b><u>AB 935</u></b>  Enrollment: 8/26/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Frazier D</u></b>  (Dist 11)	<b>Driver's licenses: veteran designation.</b> Would, commencing November 11, 2015, allow an in-person applicant for a driver's license or identification card to request the driver's license or identification card be printed with the word "VETERAN." The applicant would be required to present verification of veteran status to the Department of Motor Vehicles, on a form developed by the Department of Veterans Affairs in consultation with the California Association of County Veterans Service Officers and the Department of Motor Vehicles.	Assembly Enrollment	New - Recommend Drop from Matrix	Originally expanded the Water Emergency Transportation Authority (WETA) by adding members from Contra Costa County, Solano County, San Francisco County, and San Mateo County.  No longer applies to WETA. Amended to apply to driver license.
<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 Dead	New - Recommend Drop from Matrix	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 Dead	New - Recommend Drop from Matrix	Adds specific requirements to the state's 5-year infrastructure planning process related to goods movement.
<b><u>AB 1179</u></b>  Enrollment: 8/26/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Bocanegra D</u></b>  (Dist 39)	<b>Recycling: waste tires: public works projects.</b> Would authorize the Department of Resources Recycling and Recovery, when awarding grants pursuant to the tire recycling program, to award grants for public works projects to create parklets, greenways, or both, that use tire-derived products and would require the department, if it awards those grants, to give priority for funding to those projects in disadvantaged communities, as defined.	Assembly Enrollment	New – Recommend Drop from Matrix	Originally added to Sustainable Communities Strategies the requirement to include school siting plans then amended to add State Superintendent of Schools to Strategic Growth Council.  Now amended to refer to waste tire recycling.
<b><u>AB 1193</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Ting D</u></b>  (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 categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways. This bill contains other related provisions and other current laws.	Assembly Enrollment	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." Mark Watts, our state legislative advocate, testified in support of the bill in June.

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<b><u>AB 1194</u></b>  Amended: 7/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Ammiano D</u></b>  (Dist 17)	<b>Crime victims.</b> Current law sets forth eligibility requirements and specified limits on the amount of compensation the California Victim Compensation and Government Claims Board may award. This bill would, notwithstanding those provisions, prohibit an application for compensation from being denied based upon the applicant's involvement in events leading up to the crime if the applicant was the victim of sexual assault or domestic violence, as described in specified provisions. This bill contains other related provisions and other existing laws.	Senate Dead	New - Recommend Drop from Matrix	Previously would have dedicated \$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.  Recently amended to relate to crime victims.
<b><u>AB 1532</u></b>  Enrollment: 8/26/2014 <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 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 either an infraction, punishable by a fine not exceeding \$250, or 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.	Assembly Enrollment	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 1646</u></b>  Enrollment: 8/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Frazier D</u></b>  (Dist 11)	<b>Vehicles: electronic wireless communication devices: prohibitions.</b> Would, commencing July 1, 2015, require the Department of Motor Vehicles (DMV) to include at least one question in each test of an applicant's knowledge and understanding of the provisions of the Vehicle Code to verify that the applicant has read and understands the distractions and dangers associated with handheld cellular phone use and text messaging while operating a motor vehicle. This bill contains other related provisions and other existing laws.	Assembly Enrollment	Watch	Adds to DMV driver's exam the requirement that applicants be tested on dangers of operating motor vehicles while using hand held devices.

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<b><u>AB 1724</u></b>  Amended: 6/10/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Frazier D</u></b>  (Dist 11)	<b>Construction Manager/General Contractor (CM/GC) 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 specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Dead	New – Recommend Drop from Matrix	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><u>AB 1811</u></b>  Chaptered: 7/8/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Buchanan D</u></b>  (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 authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes.	Assembly Chaptered	Watch	Addresses Sunol Grade high occupancy toll (HOT) lanes and mandates that HOV users have access at all times.
<b><u>AB 1857</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Frazier D</u></b>  (Dist 11)	<b>Department of General Services: vehicle and equipment procurement.</b> Would, until January 1, 2021, authorize the Department of General Services to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, as defined, subject to an annual limitation of \$20,000,000. The bill would establish requirements for bid evaluation and protest procedures.	Assembly Enrollment	Watch	Modernizes Caltrans heavy duty fleet procurement by requiring life-cycle cost assessment. Goal is to reduce costs.
<b><u>AB 1907</u></b>  Enrollment: 8/27/2014 <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, or 5.66 pounds, 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 Enrollment	Watch	Attempts to equalize measurements for taxing purposes for compressed natural gas and liquefied natural gas.

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<b>AB 2008</b>  Chaptered: 7/7/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Quirk D</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.	Assembly Chaptered	Watch	Seeks to reduce greenhouse gas emissions from urban freight by adding requirements to the preparation of sustainable communities strategies.
<b>AB 2013</b>  Enrollment: 8/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Muratsuchi D</b>  (Dist 66)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> Current law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs. Until January 1, 2019, or until federal authorization expires, or until the Secretary of State receives a specified notice, those lanes may be used by certain vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). Current law authorizes the DMV to issue no more than 55,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 70,000.	Assembly Enrollment	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.
<b>AB 2021</b>  Amended: 6/17/2014 <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. 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 if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval from the Department of Industrial Relations to continue the existing program.	Senate Dead	New - Recommend Drop from Matrix	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.



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<b><u>AB 2090</u></b>  Enrolled: 8/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Fong D</u></b>  (Dist 28)	<b>High-occupancy toll lanes: San Diego County and Santa Clara County.</b> Current law authorizes the San Diego Association of Governments (SANDAG) and the Santa Clara Valley Transportation Authority (VTA) to administer and operate high-occupancy toll (HOT) lanes on specified transportation corridors within their counties. This bill would delete the reference to Level of Service (LOS) C or D, and instead would require SANDAG and 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.	Assembly Enrollment	Watch	Would shift metrics for VTA operations of HOT lanes from LOS Standard to other measurements such as speed or travel time.
<b><u>AB 2119</u></b>  Chaptered: 7/18/2014 <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.	Assembly Chaptered	Watch	Permits a county sales tax to be imposed in the entire county or within the unincorporated area.
<b><u>AB 2173</u></b>  Chaptered: 6/25/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Bradford D</u></b>  (Dist 62)	<b>Vehicles: motorized bicycles.</b> Current law requires a specified driver's license or endorsement to operate a motorized bicycle or a moped, except as specified. For purposes of these provisions, existing law defines a "motorized bicycle" or "moped". This bill would redefine a "motorized bicycle" or "moped" by increasing the maximum gross brake horsepower that its motor produces to less than 4.	Assembly Chaptered	Watch	Provides a definition of low speed electric bicycles and permits them access to the bike trails.
<b><u>AB 2250</u></b>  Enrollment: 8/22/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Daly D</u></b>  (Dist 69)	<b>Toll facilities: revenues.</b> Current law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Current law, in certain cases, provides for the toll facilities to be administered by local agencies. This bill would require any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes.	Assembly Enrollment	—Support (See Note)	Addresses use of toll revenues on the state highway system.  Previously recommended a support position, but would recommend a watch position if the bill wasn't already enrolled since recent amendments would require managed lane revenues to be limited to expenditure within the same corridor. We are concerned by the limitation to expenditure within the corridor and would prefer to see a network approach where expenditures would benefit the corridor but not necessarily be contained within it.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<b><u>AB 2293</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Bonilla D</u></b>  (Dist 14)	<b>Transportation network companies (TNC): insurance coverage.</b> Would amend the Passenger Charter-party Carriers' Act to enact specified requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers. These requirements would become operative on July 1, 2015. The bill would describe 2 distinct time periods and would specify the insurance requirements for each of those time periods and alternative methods of compliance with those requirements. The bill would require uninsured and underinsured motorist coverage to be provided for specified time periods.	Assembly Enrollment	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>  Enrollment: 8/27/2014 <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 specified requirements.	Assembly Enrollment	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.
<b><u>AB 2355</u></b>  Enrollment: 8/22/2014 <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 at a regularly scheduled public hearing of the local agency's legislative or other governing body why the standards are not being adopted. 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 Enrollment	Watch	Requires local governments to use recycled paving materials or to explain publicly why not.

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<b><u>AB 2398</u></b>  Enrollment: 8/27/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Levine D</u></b>  (Dist 10)	<b>Vehicles: pedestrians and bicyclists.</b> Current law provides that a driver who violates specified offenses of the rules of the road that are punishable as an infraction, and as a result of that violation proximately causes bodily injury or great bodily injury to another person is guilty of the public offense of unsafe operation of a motor vehicle with bodily injury or great bodily injury. This bill, until January 1, 2020, would make a conviction under these provisions punishable by a fine, in lieu of the fines imposed for violations involving bodily injury or great bodily injury, of not less than \$220 and not more than \$300 for a violation involving bodily injury or great bodily injury to a vulnerable road user, as defined.	Assembly Enrollment	Support	Adds a fine and assigns a violation point for drivers whose violation causes pedestrian/bike injury.
<b><u>AB 2414</u></b>  Chaptered: 8/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Ting D</u></b>  (Dist 19)	<b>Parking facilities: electric vehicle (EV) 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 Chaptered	Watch	Clarifies that government provision of electricity for EV is not a gift of public funds.
<b><u>AB 2471</u></b>  Amended: 8/4/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Frazier D</u></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 documentation has been submitted, as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work.	Senate Dead	New – Recommend Drop from Matrix	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><u>AB 2690</u></b>  Enrollment: 8/27/2014 <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.	Assembly Enrollment	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.

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<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.
<b><u>SB 1</u></b>  Amended: 9/3/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Steinberg D</u></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.

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<b><u>SB 11</u></b>  Amended: 9/6/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Pavley D</u></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.
<b><u>SB 33</u></b>  Amended: 8/22/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Wolk D</u></b>  (Dist 3)	<b>Local taxation: County of Sonoma: transactions and use tax.</b> Would authorize the County of Sonoma or any city within the county to impose a transactions and use tax for general purposes, and the county, any city within the county, or the Sonoma County Transportation Authority to impose a transactions and use tax for a specific purpose or purposes, which may include the support of transportation and road maintenance programs and library services, that would, in combination with other specified taxes, exceed the combined rate limit by 0.5%, if certain requirements are met. This bill contains other related provisions and other existing laws.	Assembly Rules	Watch	This bill was a re-introduction of a bill from 2012 to relieve infrastructure finance districts from having to gain voter approval. The Governor vetoed several similar bills in previous years.  It has subsequently been amended to allow an increase in the sales tax cap in Sonoma County.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<b><u>SB 391</u></b>  Amended: 8/8/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>DeSaulnier D</u></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><u>SB 486</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>DeSaulnier D</u></b>  (Dist 7)	<b>Department of Transportation: goals and performance measures.</b> Would authorize the California Transportation Commission to prescribe study areas for analysis and evaluation by the Department of Transportation and to establish guidelines for updates to the California Transportation Plan, commencing with the plan required to be updated by December 31, 2020. The bill would require the department, on or before June 30, 2015, to submit to the commission for approval an interregional transportation strategic plan directed at achieving a high-functioning and balanced interregional transportation system.	Senate Enrollment	Watch	This bill was amended to now establish new processes for Caltrans to adopt long-range planning documents.
<b><u>SB 628</u></b>  Enrollment: 8/26/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Beall D</u></b>  (Dist 15)	<b>Enhanced infrastructure financing districts (IFDs).</b> Would authorize the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, upon approval by 55% of the voters; to finance public capital facilities or other specified projects of communitywide significance. The bill would also authorize an enhanced infrastructure financing district to utilize any powers under the Polanco Redevelopment Act. This bill contains other related provisions and other existing laws.	Assembly Enrollment	Watch	Previously eliminated vote requirement for IFDs and for bonds related to transit priority projects.  Revised to establish Enhanced IFD facilities and counties to use for infrastructure purposes. Bonding allowed with 55% voter approval.

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Bill #	Author	Description	Status	Position	Comments
<b><u>SB 731</u></b>  Amended: 9/9/2013 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Steinberg D</u></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><u>SB 792</u></b>  Amended: 8/22/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>DeSaulnier D</u></b>  (Dist 7)	<b>State highway system: naming or designation of state highway segments or structures.</b> Current law authorizes the Department of Transportation to expend reasonable sums for the placement of name plaques at the boundaries of certain districts or on state highway bridges if the Legislature, by concurrent resolution, so requests. Current law designates names for certain state highway segments. This bill would delete the above-referenced provisions relating to placement of name plaques by the department pursuant to a concurrent resolution of the Legislature.	Assembly Rules	Watch	This previously was the author's renewed attempt to consolidate certain functions between Bay Area planning entities.  Amended to delegate to Caltrans the responsibility for designating the memorial "naming" of highways.
<b><u>SB 969</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>DeSaulnier D</u></b>  (Dist 7)	<b>Public works.</b> Would authorize specified provisions, 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.	Senate Enrollment	Oppose	Expands 2013's Peer Review Act beyond Caltrans projects that cost more than \$2.5 billion to include any transportation agency.  We previously adopted an oppose position because it is inappropriate for the State to convene a review panel for local transportation projects.

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<b><u>SB 990</u></b>  Amended: 4/21/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Vidak R</u></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 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><u>SB 1077</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>DeSaulnier D</u></b>  (Dist 7)	<b>Vehicles: road usage charge pilot program.</b> Would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified.	Senate Enrollment	Support	This bill is intended to have State review vehicle miles traveled as a source of state transportation funding. We previously adopted a support position as present state sources rely on gas excise tax, which is declining as fuel efficiency increases.
<b><u>SB 1151</u></b>  Enrollment: 8/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Cannella R</u></b>  (Dist 12)	<b>Vehicles: school zone fines.</b> Would require that an additional fine of \$35 be imposed if specified violations relating to rules of the road and driving under the influence 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.	Senate Enrollment	Support	Establishes double fine zones for driving violations near schools.



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Bill #	Author	Description	Status	Position	Comments
<b><u>SB 1156</u></b>  Introduced: 2/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Steinberg D</u></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><u>SB 1183</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>DeSaulnier D</u></b>  (Dist 7)	<b>Vehicle registration fees: surcharge for bicycle infrastructure.</b> Would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025. 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.	Senate Enrollment	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.
<b><u>SB 1204</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Lara D</u></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.	Senate Enrollment	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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<b><u>SB 1217</u></b>  Amended: 7/2/2014 <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 on or before July 1, 2018, and every 3 years thereafter, to prepare a California climate risk assessment that provides original research on regionally appropriate climate risk vulnerabilities, risk management options, and other needed scientific research to support California's development of informed climate policy and actions to address climate change. The bill would require the Natural Resources Agency, on or before January 1, 2019, and every 5 years thereafter, to update the Safeguarding California Plan to reduce risks to California from the impacts of climate change.	Assembly Dead	New – Recommend Drop from Matrix	The bill builds on Governor Brown's Executive Order that directed state agencies to address climate resiliency.
<b><u>SB 1298</u></b>  Enrollment: 8/28/2014 <a href="#">pdf</a> <a href="#">html</a>	<b><u>Hernandez D</u></b>  (Dist 24)	<b>High-occupancy toll (HOT) lanes.</b> Current law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions. This bill would revise and recast these provisions and would extend the program indefinitely.	Senate Enrollment	Watch	Previously generally extended authorization for HOT lanes.  Amended to expand authority for HOT lanes program in LA county on 2 specific routes.
<b><u>SB 1312</u></b>  Enrollment: 8/28/2014 <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 were to be included in the reports submitted between 2001 and 2008.	Senate Enrollment	Watch	Spot bill related to the CTC.

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Bill #	Author	Description	Status	Position	Comments
<b>SB 1415</b>  Enrollment: 8/20/2014 <a href="#">pdf</a> <a href="#">html</a>	<b>Hill D</b>  (Dist 13)	<b>Bay Area Air Quality Management District (BAAQMD): advisory council.</b> Current law establishes a district board to govern the Bay Area Air Quality Management District. This bill, beginning July 1, 2015, would abolish the membership of the Bay Area Air Quality Management 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.	Senate Enrollment	Watch	Adds requirement that BAAQMD members meet certain skill requirements.  Also, reduces board membership from 20 members to seven.  Supported by BAAQMD.
<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 Dead	New – Recommend Drop from Matrix	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>  Amended: 8/22/2014 <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> The Local Agency Public Construction Act until January 1, 2015, authorizes a transit operator, as defined, to enter into a design-build contract, as specified. Current law requires certain information submitted in this regard to be provided under penalty of perjury. This bill would extend the authorization for a transit operator to enter into a design-build contract until January 1, 2017. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. This bill contains other related provisions and other current laws.	Senate Concurrence  8/29/2014 #19 SENATE UNFINISHED BUSINESS	Support	Indefinitely extends and reforms transit Design-Build law.

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<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.
<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.

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**Total Measures: 57**

**Total Tracking Forms: 57**