

AGENDA

Legislative Committee

The next meeting of the Legislative Committee will be as follows.

PLEASE NOTE THAT WE WILL BE MEETING AT 5:30 P.M.
in the 2nd Floor Auditorium

Date: Thursday, September 11, 2014 - 5:30 p.m. to 6:30 p.m.
 Place: San Mateo County Transit District Office¹
 1250 San Carlos Avenue
2nd Floor Auditorium
 San Carlos, California

PLEASE CALL Jean Higaki (599-1462) IF YOU ARE UNABLE TO ATTEND.

1	Public comment on related items not on the agenda.	Presentations are limited to 3 Minutes	
2	Approval of Minutes from August 14, 2014.	Action (Gordon)	Pages 1 - 2
3	Stormwater legislative activities update	Information (Matt Fabry)	Verbal
4	Update from Advocation & Shaw/Yoder/Antwih	Oral Presentation (Advocation & Shaw/Yoder/Antwih)	Verbal
5	Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).	Action (Gordon)	Pages 3-17
6	Adjournment	Action (Gordon)	

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

¹From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue.

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE**

**MEETING MINUTES
August 14, 2014**

At 5:31 P.M. Vice Chair Kiesel called the Legislative Committee meeting to order in the Second Floor Auditorium at the San Mateo Transit District Office.

Committee Members Attending:

Art Kiesel (City of Foster City)
Richard Garbarino (City of South San Francisco)
Mary Ann Nihart (City of Pacifica)
Karen Ervin (City of Pacifica)
Kirsten Keith (City of Menlo Park)

Guests or Staff Attending:

Matt Robinson, Andrew Antwih, Shaw/ Yoder/ Antwih Inc. (Call in)
Sandy Wong, Jean Higaki, Matt Fabry, Ellen Barton, C/CAG Staff
Jim Bigelow, Redwood City Chamber of Commerce

1. Public comment on related items not on the agenda.

None

2. Approval of Minutes from June 12, 2014.

Member Garbarino moved and Member Keith seconded approval of the June 12, 2014 minutes. Motion passed unanimously.

3. Stormwater legislative activities update.

Matt Fabry and Matt Robinson provided a brief update of stormwater legislation activities. AB 418 will be amended into a majority bill by taking out the urgency clause. It is anticipated to go to the Governor's office next week. It will now serve as a back up to AB 2170. AB 2170 gives JPAs general authority to pursue a property related fee or special tax. AB 2170 is approved by both houses and is going to the Governor's office today for signature. When a bill goes the Governor's office, the Governor has 12 days to act (sign, approve, or veto). If the bill is signed it will go to effect in January.

AB 2194 allowing stormwater activities to be financed under Mello-Roos was retaken and turned into an unrelated elections bill.

4. Update from Advocation & Shaw/ Yoder/ Antwih

Matt Robinson and Andrew Antwih from Shaw/ Yoder/ Antwih gave a legislative update. August 15 is the Fiscal Committee deadline. If Bills are to move forward they must clear the appropriations committee by August 15. August 31 is last day of this session and any bill that makes it through will go to Governor's desk for signature. The Governor will have till September 30 to sign any bills into law.

AB 2403 was signed by the Governor at the end of June. AB 2403 expands the definition of water to include "water from any source," associated with Proposition 218. This technical change clarifies recent court decisions that include stormwater in the definition of water. Prop 218 still requires a protest process but not a voter approval process.

Member Kiesel asked about the probability of San Mateo being able to obtain some of the Cap and Trade funds. Transit (SamTrans and Caltrain) will receive a formula share of Cap and Trade funds.

The water bond proposal was signed by the Governor at about 10:00 p.m. last night. Republicans made sure that there was ample funding dedicated towards storage facilities. Remaining funding will be directed to ground water cleanup, delta restoration, and stormwater. Most of the project funding would have to be listed in the Bay Area Integrated Regional Management Plan (IRWMP) plan. A breakdown of the funds was distributed to committee members. Member Keith asked if the Hetch Hetchy mountain tunnel project would be an eligible project under drought preparedness. Guidelines and criteria would be further developed should the voters approve and pass the bond.

There is no new language regarding Infrastructure Financing Districts (IFD)s but the legislature is still working on this issue to enhance the role of IFDs.

SB 983 did not pass committee but had it passed it would have specified what agencies would be allowed to apply to the California Transportation Commission (CTC) to convert High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes. Controversy in Southern California and hesitance during an election year resulted in the bill not passing out of committee.

5. Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

No recommended legislative action was recommended by the committee.

6. Adjournment

The meeting adjourned at approximately 6:12 P.M.

C/CAG AGENDA REPORT

Date: September 11, 2014

To: C/CAG Legislative Committee

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

(For further information or questions contact Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Legislative Committee recommend the C/CAG Board to take a position on any legislation or direct staff to monitor any legislation for future positions to be taken.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. Important or interesting issues that arise out of that meeting are reported to the Board.

The last day to pass legislation before the end of this session was August 31, 2014. September 30, 2014 is the last day for the Governor to sign or veto bills passed by the Legislature in August.

ATTACHMENTS

1. September 11, 2014 State Legislative Update from Shaw Yoder Antwih
2. C/CAG Bill Matrix (revised September 2, 2014)
3. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



ADVOCATION



SHAW/YODER/ANTWIH, *inc.*
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

DATE: September 11, 2014
TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
Chuck Cole, Advocaton, Inc.
RE: STATE LEGISLATIVE UPDATE – September 2014

Legislative Update

On August 30, the Legislature adjourned the 2013-14 Legislative Session and members returned to their districts to work on constituent issues. Since August 15, approximately 900 bills were sent to the Governor for final action. The Governor now has until September 30 to act on bills sent to him in the final two weeks of session.

Later in this report, we have provided an update on legislation of importance to the Board (see ***Bills of Interest*** beginning on Page 3).

HOT Lanes

Legislation was introduced in 2014 that would have allowed designated local and regional transportation agencies and county transportation commissions to apply to the CTC to establish a high-occupancy toll (HOT) lane in those entities' respective jurisdictions, and would have empowered CTC to authorize an unlimited number of HOT lanes that may be approved statewide. In order to establish a HOT lane on a specified piece of highway, that highway must first be operating as a high-occupancy vehicle (HOV) lane. The bill, **SB 983 (Hernandez)**, was held in the Assembly Appropriations Committee due to concerns raised by the Chair regarding tolls in general and specific concerns regarding Caltrans' desire to implement a HOT lane project in Orange County on the I-405 freeway against the wishes of some local officials in Orange County. Earlier versions of the bill included language to allow the nine Bay Area congestion management agencies (CMAs) to also apply to the CTC for HOT lane designation, but this language was ultimately removed due to concerns raised by MTC. The author's office was in the process of crafting a solution to the MTC/CMA issue when the bill was held in Committee due to the aforementioned circumstances surrounding the I-405 freeway.

Cap and Trade & Transportation

As we reported last month, the 2014-15 Budget Act includes a one-time appropriation of Cap and Trade auction proceeds for transportation projects, as well as dedicated long-term funding as percentages of the overall total amount of auction proceeds sold in a fiscal year, beginning in 2015-16. Funding is distributed as follows:

In 2014-15, \$630 million is appropriated for transportation-related programs, including:

- \$25 million for low-carbon transit operations;
- \$25 million for transit and intercity rail capital projects;
- \$130 million for affordable housing and sustainable communities projects;
- \$200 million for low-carbon transportation;

- \$250 million for high-speed rail.

In addition to the one-time appropriation of Cap and Trade revenues, 60 percent of Cap and Trade revenues will be dedicated as follows:

- 5 percent for the Low-Carbon Transit Operations Program (LCTOP);
- 10 percent for the Transit and Intercity Rail Capital Program (TIRCP);
- 20 percent for the Affordable Housing and Sustainable Communities (AHSCP);
- 25 percent for high-speed rail.

The remaining 40 percent will be available for appropriation by the Legislature and the Administration in each fiscal year.

As part of the long-term expenditure plan, state law tasks several state agencies – the Strategic Growth Council (Council), the California State Transportation Agency (CalSTA), Caltrans, the Air Resources Board (ARB), and the California Environmental Protection Agency (CalEPA) – with developing guidelines for each of the aforementioned programs, as well as specific elements governing all programs, such as defining disadvantaged communities and methods for measuring GHG reductions.

The Council held a series of public workshops, on August 12, 14 and 15 in Fresno, Oakland, and Los Angeles, respectively, to receive initial feedback from stakeholder groups on the AHSCP, as the Council begins to develop guidelines.

Other state agencies are responsible for the development and adoption of guidelines related to specific programs. CalSTA is responsible for the TIRCP, while Caltrans and ARB are in charge of the Low-Carbon LCTOP. In addition to program-specific guidelines, ARB must establish reporting and quantification methods for measuring GHG reduction and CalEPA must revisit its identification of disadvantaged communities and work with ARB on disadvantaged community funding guidelines.

CalSTA and Caltrans held their first series of [public workshops](#) on August 21 (San Jose), August 22 (Sacramento), and August 27 (Los Angeles). The goal of these workshops was to present program requirements under state law and seek public feedback that will inform the Administration's crafting of draft program guidelines. After the draft guidelines are developed and released, additional public meetings will be scheduled to receive comment prior to adoption of final guidelines.

Additionally, CalEPA and ARB began a series of [public workshops](#) on defining disadvantaged communities, and developing funding guidelines for ensuring projects serve disadvantaged communities, on August 25 (Fresno) and August 26 (Los Angeles). The final workshop will be held September 3 (Oakland). At these workshops, CalEPA and ARB have sought comment from stakeholders on the California Communities Environmental Health Screening Tool (CalEnviroScreen). This tool has been developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities in California most burdened by pollution from multiple sources and most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status. The ARB states that the CalEnviroScreen is well suited for the purposes described in state law relative to expenditure of Cap and Trade funds to the benefit of disadvantaged communities, because many of the factors used in the tool are nearly identical to those specified in the legislation authorizing these programs. These workshops are also being used to solicit feedback on the draft interim guidance released in late August.

We are actively engaged in all of the aforementioned processes and provide information to Board staff as it becomes available. All agencies responsible for the administration of the Cap and Trade programs anticipate awarding the first round of project funding by the end of the 2014-15 fiscal year and have indicated draft guidelines will likely be out in early October, finalized by the end of the year.

Bills of Interest

AB 418 [Mullin] – Property-Related Fee for Storm Water Management

Summary: This bill would enable San Mateo City/County Association of Governments (C/CAG) to put a special tax or property related fee before the voters for stormwater management activities consistent with C/CAG’s joint powers agreement. Any action must be consistent with the California Constitution. **C/CAG is the Sponsor of this bill.**

Status: This bill was held on the Senate Floor.

AB 1690 [Gordon] – Housing Elements in General Plans

Summary: This bill would allow a local government, when developing its General Plan, to zone at least 50% of its affordable housing need on sites designated for residential use or mixed-uses. **C/CAG is in Support of this bill.**

Status: This bill is on the Governor’s Desk awaiting final action.

AB 2170 [Mullin] – Clarification of a JPA’s Authority

Summary: This bill would clarify that parties to a Joint Powers Agreement may exercise any power common to the contracting parties, including, the authority to levy a fee or tax. **C/CAG is in Support of this bill.**

Status: This bill is on the Governor’s Desk awaiting final action.

AB 2403 [Rendon] – Proposition 218 Clarification

Summary: This bill would modify the definition of “water” under the Proposition 218 Omnibus Implementation Act to mean “any system of public improvements intended to provide for the production, storage, supply, treatment, or distribution of water *from any source*.” The Act defines terms used in Articles XIII C and XIII D of the Constitution. **C/CAG is in Support of this bill.**

Status: This bill was signed by the Governor [Chapter 78, Statutes of 2014].

SB 391 [DeSaulnier] – Real Estate Transaction Fee for Affordable Housing

Summary: This bill would impose a fee, beginning January 1, 2014, of \$75 on every real estate instrument, paper, or notice that is required or permitted by law, excluding real estate instruments, papers, or notices recorded in connection with a transfer subject to a documentary transfer tax. Revenue from this fee would be used to fund projects and programs that support the development, acquisition, rehabilitation, and preservation of housing affordable to low- and moderate-income households, emergency shelters and rapid rehousing services, among other identified, related projects.

Status: This bill was held on the Assembly Appropriation Committee suspense file.

SB 556 [Padilla] – Identification of Non-Governmental Employees

Summary: This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure. This bill now applies only to fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services.

Status: This bill is on the Governor’s Desk awaiting final action.

SB 628 (Beall) would authorize the creation of “enhanced” Infrastructure Financing Districts (eIFD) by a local agency to fund the construction of infrastructure projects, including: highways, interchanges, ramps & bridges, arterial streets, parking facilities, and transit facilities; transit priority projects; and projects that implement a sustainable communities strategy. An eIFD may not finance routine maintenance, repair work, or the costs of an ongoing operation. This bill does not establish a voter-approval requirement for the creation of the eIFD and requires the approval of 55 percent of impacted property owners to issue bonds for the project. Finally, the bill allows the eIFD, with the consent of local taxing entities, to divert incremental property tax revenue to the eIFD to finance eligible projects, as well as seek benefit assessment and user-fees to fund projects.

Status: This bill is on the Governor’s Desk awaiting final action.

SB 983 (Hernandez) would have allowed designated local and regional transportation agencies and county transportation commissions to apply to the CTC to establish a high-occupancy toll (HOT) lane in those entities’ respective jurisdictions and would have empowered CTC to authorize an unlimited number of HOT lanes that may be approved statewide.

Status: This bill was held in the Assembly Appropriations Committee.

SB 1077 [DeSaulnier] – Vehicle Miles Traveled Pilot Program

This bill would the California State Transportation Agency (CalSTA) to develop 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 by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including 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.

Status: This bill is on the Governor’s Desk awaiting final action.

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
AB 418 Mullin D Local government: special tax, assessment, or property-related fee.	SENATE DESK 8/4/2014 - In Senate. Held at Desk.	Existing law, until January 1, 2013, authorized the City/County Association of Governments of San Mateo County to impose a fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and stormwater pollution within that county. This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing stormwater management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014	Sponsor
AB 471 Atkins D Local government: redevelopment: successor agencies to redevelopment agencies.	ASSEMBLY CHAPT ERED 2/18/2014 - Chaptered by the Secretary of State, Chapter Number 1, Statutes of 2014	(1) Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area. This bill would delete that prohibition and would authorize a district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area, as specified. This bill contains other related provisions and other existing laws. Last Amended on 1/29/2014	
AB 1331 Rendon D Clean, Safe, and Reliable Drinking Water Act of 2014.	SENATE RLS. 6/18/2014 - Withdrawn from committee. Re-referred to Com. on RLS.	(1) Existing law, the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Existing law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other existing laws. Last Amended on 6/17/2014	
AB 1471 Rendon D Water Quality, Supply, and Infrastructure Improvement Act of 2014.	ASSEMBLY CHAPT ERED 8/13/2014 - Chaptered by Secretary of State - Chapter 188, Statutes of 2014.	Existing law, the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Existing law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other existing laws. Last Amended on 8/13/2014	
AB 1690 Gordon D Local planning: housing elements.	ASSEMBLY ENROL LMENT 8/22/2014 - Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.	Existing law requires that the housing element of a community's general plan contain a program that sets forth a schedule of actions during the planning period that the local government is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the housing element through the utilization of appropriate federal and state financing and subsidy programs, and the utilization of moneys in a low- and moderate-income housing fund, as specified. Existing law also requires the program to accommodate at least 50% of the very low and low-income housing need on sites designated for residential use and for which nonresidential uses or mixed-uses are not permitted, as specified. This bill would authorize a city or county to accommodate the very low and low-income housing need on sites designated for mixed uses if those sites allow 100% residential use and require that residential use occupy 50% of the total floor area of a mixed-use project. This bill contains other related provisions. Last Amended on 8/18/2014	Support

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1937 Gordon D</p> <p>Natural Gas Pipeline Safety Act of 2011: school and hospital notification of nonemergency excavation or construction of gas pipelines.</p>	<p>ASSEMBLY CHAP ERED 8/25/2014 - Chaptered by Secretary of State - Chapter 287, Statutes of 2014.</p>	<p>Existing federal law requires the Pipeline and Hazardous Materials Safety Administration (PHMSA) within the United States Department of Transportation, to adopt minimum safety standards for pipeline transportation and for pipeline facilities, including an interstate gas pipeline facility and intrastate gas pipeline facility, as defined. Existing law authorizes the United States Secretary of Transportation to prescribe or enforce safety standards and practices for an intrastate pipeline facility or intrastate pipeline transportation to the extent that the safety standards and practices are regulated by a state authority that submits to the secretary annually a certification for the facilities and transportation. Existing law authorizes a state authority that has submitted a current certification to adopt additional or more stringent safety standards for intrastate pipeline facilities and intrastate pipeline transportation only if those standards are compatible with the minimum standards prescribed by the PHMSA. This bill would require a gas corporation to provide not less than 3 working days' notice, as specified, to the administration of a school or hospital prior to undertaking nonemergency excavation or construction of a gas pipeline when the work is located within 500 feet of the school or hospital. The bill would require the gas corporation to maintain a record of the date and time of any notification provided to the administration of a school or hospital prior to undertaking nonemergency excavation or construction of a gas pipeline and any subsequent contacts with the administration of a school or hospital relative to the excavation or construction and the actions taken, if any, in response to those subsequent contacts, and would require the records to be maintained and available for inspection for no less than 5 years from that date of notification. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/30/2014</p>	
<p>AB 1970 Gordon D</p> <p>California Global Warming Solutions Act of 2006: Community Investment and Innovation Program.</p>	<p>ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding grants and other financial assistance to eligible applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in consultation with the state board, to administer the program, as specified.</p> <p>Last Amended on 4/10/2014</p>	Support In Concept
<p>AB 2013 Muratsuchi D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY ENROL LEMENT 8/25/2014 - Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing 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 70,000. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 8/7/2014</p>	

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2090 Fong D</p> <p>High-occupancy toll lanes: San Diego County and Santa Clara County.</p>	<p>ASSEMBLY ENROL LED 8/29/2014 - Enrolled and presented to the Governor at 2 p.m.</p>	<p>Existing law authorizes the San Diego Association of Governments (SANDAG) to administer and operate high-occupancy toll (HOT) lanes on Interstate 15 and on 2 other transportation corridors within the county, under which single-occupancy vehicles may use high-occupancy vehicle lanes by paying a toll. Existing law similarly authorizes the Santa Clara Valley Transportation Authority (VTA) to administer and operate HOT lanes on 2 state highway corridors within the county. Existing law requires that implementation of the HOT lanes ensure that specified levels of service, described as Level of Service C or D, as specified, 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. Existing law requires SANDAG and VTA to establish, with the assistance of the Department of Transportation, appropriate traffic flow guidelines for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic in the state highway system. This bill would delete the reference to Level of Service 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 that optimal use of the HOT lanes. The bill would provide that high-occupancy vehicles using these HOT lanes may be required to have an electronic transponder or other electronic device for enforcement purposes. This bill contains other related provisions and other existing laws. Last Amended on 8/4/2014</p>	
<p>AB 2170 Mullin D</p> <p>Joint powers authorities: common powers.</p>	<p>ASSEMBLY ENROL LED 8/21/2014 - Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. Last Amended on 6/17/2014</p>	Support
<p>AB 2194 Mullin D</p> <p>Elections: statewide recounts.</p>	<p>SENATE RLS. 8/18/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Existing law establishes procedures by which a voter may request a recount of the votes cast in an election following completion of the official canvass. Under existing law, the voter seeking the recount is required, before the recount is commenced and at the beginning of each subsequent day, to deposit with the elections official the amount of money required by the elections official to cover the cost of the recount for that day. This bill , until July 1, 2015, would require the Secretary of State to order an automatic manual recount of all votes cast for a statewide office or state ballot measure if the difference in the number of votes received is less than or equal to 0.1%. By imposing new duties on local elections officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 8/18/2014</p>	
<p>AB 2197 Mullin D</p> <p>Vehicles: temporary license plates.</p>	<p>ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires that the license plates be securely fastened to the vehicle for which they are issued, and makes a violation of this requirement a crime. This bill would require the 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.</p> <p>Last Amended on 4/23/2014</p>	

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
AB 2250 Daly D Toll facilities: revenues.	ASSEMBLY ENROLLMENT 8/21/2014 - Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing 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. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>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.</p> <p>Last Amended on 6/26/2014</p>	
AB 2372 Ammiano D Property taxation: change in ownership.	SENATE APPR. SUSPENSE FILE 8/14/2014 - In committee: Held under submission.	<p>The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, "full cash value" is defined as the assessor's valuation of real property as shown on the 1975-76 tax bill under "full cash value" or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred.</p> <p>This bill would specify that if , on or after January 1, 2015, 90% or more of the direct or indirect ownership interests in a legal entity are cumulatively transferred in one or more transactions, the transfer of the ownership interest is a change in ownership of the real property owned by the legal entity, whether or not any one legal entity or person acquires control of the ownership interests. This bill would require the Franchise Tax Board to include an additional question on corporation and income returns for partnerships, banks, and corporations to assist in the determination of whether a change in ownership as so described has occurred. This bill would require the State Board of Equalization to report to the Legislature, no later than January 1, 2020, regarding the implementation of these changes in ownership, including, but not limited to, the economic impact and frequency of reassessments of real property owned by legal entities. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 7/2/2014</p>	
AB 2403 Rendon D Local government: assessments, fees, and charges.	ASSEMBLY CHAPTERED 6/28/2014 - Chaptered by Secretary of State - Chapter 78, Statutes of 2014.	<p>Articles XIII C and XIII D of the California Constitution generally require that assessments, fees, and charges be submitted to property owners for approval or rejection after the provision of written notice and the holding of a public hearing. Existing law, the Proposition 218 Omnibus Implementation Act, prescribes specific procedures and parameters for local jurisdictions to comply with Articles XIII C and XIII D of the California Constitution and defines various terms for these purposes.</p> <p>This bill would modify the definition of water to mean water from any source. The bill would also make legislative findings and declarations in this regard.</p> <p>Last Amended on 6/2/2014</p>	Support

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
AB 2728 Perea D Vehicle weight fees: transportation bond debt service.	ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also 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. Existing 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, notwithstanding these provisions or any other law, until January 1, 2019, would prohibit weight feerevenues 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. Last Amended on 4/24/2014	
SB 1 Steinberg D Sustainable Communities Investment Authority.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)	The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, 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. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2013	
SB 391 DeSaulnier D California Homes and Jobs Act of 2013.	ASSEMBLY APPR. SUSPENSE FILE 8/30/2013 - Set, first hearing. Referred to APPR. suspense file. Hearing postponed by committee.	Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time homebuyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law. Existing law requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the California Homes and Jobs Act of 2013. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. By imposing new duties on counties with respect to the imposition of the recording fee, the bill would create a state-mandated local program. The bill would require that revenues from this fee be sent quarterly to the Department of Housing and Community Development for deposit in the California Homes and Jobs Trust Fund, which the bill would create within the State Treasury. The bill would provide that moneys in the fund may be expended for supporting affordable housing, administering housing programs, and the cost of periodic audits, as specified. The bill would impose certain auditing and reporting requirements. This bill contains other related provisions and other existing laws. Last Amended on 8/8/2013	

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 556 Padilla D</p> <p>Providers of health and safety labor or services: identification.</p>	<p>SENATE ENROLLMENT 8/29/2014 - Assembly amendments concurred in. (Ayes 24. Noes 11.) Ordered to engrossing and enrolling.</p>	<p>Existing law specifies the authority of agents in dealing with 3rd persons. The Consumers Legal Remedies Act prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer, as defined, and authorizes specified remedies for a consumer who suffers damages as a result of the use of these methods, acts, or practices. This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform, on or after January 1, 2015, public health and safety labor or services for a public agency from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays specific disclosures. The bill would prohibit a public agency from requiring a person or employee of a nongovernmental entity providing public health and safety labor or services under contract with the public agency to wear a badge containing the logo of the public agency. The bill would also prohibit a nongovernmental entity providing public health and safety labor or services under contract with a public agency from requiring a person or its employee to wear a badge containing the logo of the public agency. This bill would define the term "public health and safety labor or services" to mean fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services. This bill would authorize that these provisions may be enforced by the Consumers Legal Remedies Act.</p> <p>Last Amended on 8/21/2014</p>	
<p>SB 628 Beall D</p> <p>Enhanced infrastructure financing districts.</p>	<p>SENATE ENROLLMENT 8/30/2014 - Assembly amendments concurred in. (Ayes 21. Noes 13.) Ordered to engrossing and enrolling.</p>	<p>Existing law authorizes a legislative body of a city, defined to mean a city or a city and county, to establish an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and the agreement of affected taxing entities, as defined. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, that may not be more than 30 years from the date on which the ordinance forming the district is adopted. This bill would additionally 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, including, but not limited to, brownfield restoration and other environmental mitigation; the development of projects on a former military base; the repayment of the transfer of funds to a military base reuse authority; the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase; the acquisition, construction, or repair of industrial structures for private use; transit priority projects; and projects to implement a sustainable communities strategy. 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.</p> <p>Last Amended on 8/26/2014</p>	

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/11/2013)</p>	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA. This bill 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 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. The bill would require the office, on or before July 1, 2015, to prepare, develop, and transmit to the secretary recommended proposed changes or amendments to the guidelines establishing criteria for a lead agency to assess the need for translating specified notices into non-English languages and requirements for the posting of those notices in non-English languages. Because the bill would require the development of guidelines that would require a lead agency to translate notices into non-English languages and to post those translated notices, this bill would impose a state-mandated local program. The bill would require the office to produce a report on economic displacement and would require the office to publicly circulate a draft of the report. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 10 days prior to the adoption of the findings and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, this bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. Last Amended on 9/9/2013</p>	
<p>SB 848 Wolk D</p> <p>Safe Drinking Water, Water Quality, and Water Supply Act of 2014.</p>	<p>SENATE INACTIVE FILE 8/18/2014 - Ordered to inactive file on request of Senator Wolk.</p>	<p>Existing law creates the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Existing law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other existing laws. Last Amended on 7/3/2014</p>	

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 983 Hernandez D</p> <p>High-occupancy toll lanes.</p>	<p>ASSEMBLY DEAD 8/15/2014 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was A. APPR. SUSPENSE FILE on 8/14/2014)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2015, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities 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 a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 8/4/2014</p>	
<p>SB 990 Vidak R</p> <p>Transportation funds: disadvantaged small communities.</p>	<p>SENATE T. & H. 4/29/2014 - Set, second hearing. Failed passage in committee. (Ayes 3. Noes 8. Page 3312.) Reconsideration granted.</p>	<p>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. This bill 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.</p> <p>Last Amended on 4/21/2014</p>	
<p>SB 1062 Block D</p> <p>Elections: vote by mail ballots.</p>	<p>SENATE DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>Existing law sets forth the procedures by which a voter may apply for and receive a vote by mail ballot. Existing law requires an elections official to deliver to each qualified applicant the vote by mail ballot for the precinct in which the applicant resides and all supplies necessary for the use and return of the ballot. This bill would require the elections official to also deliver to each qualified applicant a return envelope with postage prepaid by the Secretary of State in which a vote by mail voter may return his or her ballot if the ballot is to be mailed within the territorial limits of the United States or the District of Columbia.</p> <p>Last Amended on 5/15/2014</p>	

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1077 DeSaulnier D</p> <p>Vehicles: road usage charge pilot program.</p>	<p>SENATE ENROLLMENT 8/26/2014 - In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 23. Noes 11.) Ordered to engrossing and enrolling. (Corrected August 29.)</p>	<p>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. This bill 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. The bill would also authorize the technical advisory committee to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the technical advisory committee to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the technical advisory committee, to implement a pilot program to identify and evaluate issues related to the potential implementation of an RUC program in California by January 1, 2017. The bill would require the agency to prepare and submit a report of its findings to the technical advisory committee, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2018, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2019. Last Amended on 8/21/2014</p>	
<p>SB 1156 Steinberg D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. & F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill 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. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral.</p>	
<p>SB 1183 DeSaulnier D</p> <p>Vehicle registration fees: surcharge for bicycle infrastructure.</p>	<p>SENATE ENROLLED 8/28/2014 - Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law provides for the imposition of registration fees on motor vehicles, including additional, specified fees imposed by local agencies for transportation-related purposes. This bill 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. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions. Last Amended on 6/25/2014</p>	

C/CAG Priority Bill Matrix as of 9/2/2014

Bill ID/Topic	Location	Summary	Position
SB 1260 DeSaulnier D Local government: affordable housing.	SENATE DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. SUSPENSE FILE on 5/23/2014)	Existing law authorizes a city or county to establish infrastructure financing districts to finance specified types public facilities. This bill would eliminate the requirement of a district that constructs dwelling units to set aside not less than 20% of those units for the purpose described above. This bill contains other related provisions and other existing laws.	
SB 1418 DeSaulnier D Vehicle weight fees: transportation bond debt service.	SENATE APPR. SUSPENSE FILE 5/23/2014 - Held in committee and under submission.	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also 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. Existing 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. This bill contains other related provisions and other existing laws. Last Amended on 5/1/2014	
SCA 4 Liu D Local government transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure 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. Last Amended on 8/28/2013	
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure 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. Last Amended on 5/21/2013	

Total Measures: 32