



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 February 10, 2015, 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; and

WHEREAS, The Finance Committee approved a motion amending the staff recommendation to change the position on Assembly Bill (AB) 61 (Allen) from watch to oppose; and

WHEREAS, Following a discussion at the February 24, 2015 Transportation Authority Board meeting, the Board approved a motion amending the Finance Committee recommendation to change the position on AB 61 (Allen) from oppose to watch; now, therefore, be it

RESOLVED, That the Transportation Authority does adopt a support position on AB 194 (Frazier); and be it further

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

Attachment:

1. Legislative Matrix (Revised per 02.24.15 Board action)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 24th day of February, 2015, by the following votes:

Ayes: Commissioners Avalos, Breed, Campos, Christensen, Cohen, Farrell, Kim, Mar, Tang and Wiener (10)

Nays: (0)

Absent: Commissioner Yee (1)

Scott Wiener 3/2/15
Scott Wiener Date
Chair

ATTEST: Tilly Chang 3/5/15
Tilly Chang Date
Executive Director

San Francisco County Transportation Authority

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Bills of Interest

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

The Board adopted a new support position on Assembly Bill (AB) 194 (Frazier) this month.

Bill #	Author	Description	Status	Position	Comments
AB 2 Introduced: 12/1/2014 pdf html	Alejo D (Dist 30)	Community revitalization authority. Would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.	Assembly Print	Watch	Spot bill. The ultimate intent is for a bill that would permit the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
AB 4 Introduced: 12/1/2014 pdf html	Linder R (Dist 60)	Vehicle weight fees: transportation bond debt service. Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.
AB 6 Introduced: 12/1/2014 pdf html	Wilk R (Dist 38)	Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.

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Bill #	Author	Description	Status	Position	Comments
AB 8 Introduced: 12/1/2014 pdf html	Gatto D (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Transportation	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.
AB 23 Introduced: 12/1/2014 pdf html	Patterson R (Dist 23)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferral will be to reduce Cap and Trade auction revenues.
AB 24 Introduced: 12/1/2014 pdf html	Nazarian (D) (Dist 46)	Existing law, operative on July 1, 2015, imposes specified additional requirements for liability insurance coverage on transportation network companies, as defined, and their participating drivers. This bill would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies.	Assembly Print	New – Recommend Watch	Spot bill. Intended to further develop the existing transportation network company regulatory statutes.

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Bill #	Author	Description	Status	Position	Comments
AB 28 Introduced: 12/1/2014 pdf html	Chu D (Dist 25)	Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would instead require that a bicycle operated under those circumstances be equipped with a white flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the white flashing light, reflective gear worn by the bicyclist.	Assembly Transportation	Watch	This is a new approach to bike safety that would require reflective clothing or flashing lights in lieu of reflective lights.
AB 40 Introduced: 12/1/2014 pdf html	Ting D (Dist 19)	Golden Gate Bridge: sidewalk fees. Current law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property. This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	Assembly Transportation	Watch	This measure would prohibit the Golden Gate Bridge, Highway, and Transportation District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
AB 61 Introduced: 12/12/2014 pdf html	Allen R (Dist 72)	Shuttle services: loading and unloading of passengers. The bill would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider.	Assembly Transportation	New – Recommend Watch	This bill would authorize a transit agency and a shuttle service provider to undertake an agreement that spells out the use of curb space near transit stops, and for the local agency to permit this use. The approach is modeled after current process for school buses to stop near transit facilities.

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Bill #	Author	Description	Status	Position	Comments
AB 162 Introduced: 1/21/2015 pdf html	Rodriguez D (Dist 52)	State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of Motor Vehicles, to initiate a 12-month study on wrong-way driving on state highways. The bill would require the study to incorporate findings and recommendations to the appropriate policy and fiscal committees of the Legislation, including solutions to reduce the number of instances of wrong-way driving and a proposed schedule for implementation of those solutions. The bill would make related findings and declarations. This bill contains other related provisions.	Assembly Print	New - Recommend Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
AB 194 Introduced: 1/28/2015 pdf html	Frazier D (Dist 11)	High-occupancy toll lanes. Would delete the requirement that high-occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, 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.	Assembly Print	New - Recommend Support	The author introduced this bill for the Self-Help Counties Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. We are interested in strengthening that language to ensure a meaningful role for us in any planned facility. We are recommending support because the bill would establish a process through which the Metropolitan Transportation Commission (MTC), in consultation with the Transportation Authority, could consider any proposed tolled lanes in the city. Our Freeway Corridor Management Strategy will inform San Francisco's position on this topic. The bill would also support MTC's proposed regional express lane network.

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Bill #	Author	Description	Status	Position	Comments
AB 227 Introduced: 2/3/2015 pdf html	Alejo D (Dist 30)	Transportation funding. The bill would address a range of transportation finance issues, as follows: 1) would require all prior transfers from transportation accounts to the General Fund be repaid by 2018; 2) repeals the dedication of truck weight fees to fund general fund costs for transportation bond debt service; 3) recaptures non-Article highway account revenues for highway purposes; and 4) extends public private partnership program (P3) to an unspecified new date.	Assembly Print	New – Recommend Watch	This is the author’s attempt to restore transportation funding that had previously been transferred to state general fund purposes and to potentially extend the P3 program.
SB 1 Introduced: 12/1/2014 pdf html	Gaines R (Dist 1)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.
SB 5 Introduced: 12/1/2014 pdf html	Vidak R (Dist 14)	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system. The author is concerned that the public will be subject to a spike in fuel prices. However, the effect of the deferred will be to reduce Cap and Trade auction revenues.

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Bill #	Author	Description	Status	Position	Comments
SB 8 Introduced: 12/1/2014 pdf html	Hertzberg D (Dist 18)	Taxation. Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law.	Senate Rules	Watch	Although a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.
SB 9 Introduced: 12/1/2014 pdf html	Beall D (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. This bill contains other existing laws.	Senate Environmental Quality	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System. Guidelines for expanding the first \$25 million in this category will be finalized soon; this will be followed by a competitive "call for projects" by the State Transportation Agency.
SB 16 Introduced: 12/1/2014 pdf html	Beall D (Dist 15)	Department of Transportation. Current law provides that the Department of Transportation has full possession and control of the state highway system. This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its current programs and direct those resources into expanded activities for road repair and litter cleanup.	Senate Rules	Watch	The author is seeking to compel Caltrans to adopt more program efficiencies and then direct the resulting savings into road repair and litter control.

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Bill #	Author	Description	Status	Position	Comments
SB 34 Introduced: 12/1/2014 pdf html	Hill (D) (Dist 13)	Automated license plate recognition systems: use of data. This bill would impose specified requirements on an “ALPR operator” as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information. The bill would require an ALPR operator that accesses or provides access to ALPR information to maintain a specified record of that access. This bill would also require an “ALPR end-user,” as defined, to implement and maintain a specified usage and privacy policy. The bill would, in addition to any other sanctions, penalties, or remedies provided by law, authorize an individual who has been harmed by a violation of these provisions to bring a civil action in any court of competent jurisdiction against a person who knowingly caused that violation. The bill would require a public agency that considers implementing a program to gather information through the use of an ALPR system to provide an opportunity for public comment at a regularly scheduled public meeting of the governing body of the public agency before it implements the program.	Senate Transportation	New – Recommend Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.
SB 39 Introduced: 12/1/2014 pdf html	Pavley D (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Senate Transportation and Housing	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000. While we are supportive of clean vehicles, this bill has the potential to add thousands of more single occupancy vehicles to Bay Area HOV lanes, many of which are already near or at capacity. We would welcome an amendment to give local jurisdictions control over whether or not to allow clean vehicles in HOV lanes.

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Bill #	Author	Description	Status	Position	Comments
SB 59 Introduced: 12/19/2014 pdf html	Knight R (Dist 0)	Vehicles: high-occupancy vehicle lanes. Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
SB 158 Introduced: 2/3/2015 pdf html	Huff R (Dist 29)	Transportation projects: comprehensive development lease agreements. This bill would delete obsolete cross-references and make technical changes to provisions of existing law, which until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project.	Senate Print	New – Recommend Watch	This is a spot bill pertaining to extending present Public Private Partnership (P3) authority, which is set to expire on 12/31/2016. The author's office confirmed their goal with this bill is to provide P3 authority for a specific project in Los Angeles County: 710-North.

Total Measures: 18

Total Tracking Forms: 18