



## 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 May 12, 2015, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language (including on Senate Bill (SB) 413 (Wieckowski) as noted in the attached matrix), and recommended positions on various bills; now, therefore, be it

RESOLVED, That the Transportation Authority does adopt a support position on Assembly Bill (AB) 35 (Chiu), AB 1335 (Atkins) and SB 413 (Wieckowski), and an oppose position on AB 156 (Perea), AB 1176 (Perea), AB 1336 (Salas) and SB 760 (Mendoza); 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 19th day of May, 2015, by the following votes:

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

**Nays:** (0)

**Absent:** Commissioner Kim (1)

Scott Wiener 6/3/15

Scott Wiener  
Chair

Date

ATTEST:

Tilly Chang 6/4/15

Tilly Chang  
Executive Director

Date

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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.

Staff is recommending new support positions on Assembly Bill (AB) 35 (Chiu), AB 1335 (Atkins), and Senate Bill (SB) 413 (Wieckowski), and oppose positions on AB 156 (Perea), AB 1176 (Perea), AB 1336 (Salas) and SB 760 (Mendoza) this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Community revitalization authority.</b> Would authorize certain local agencies to form a community revitalization authority (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. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.	Assembly Appropriations	Watch	Formerly a Spot bill. The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> 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 – 2 year bill	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.

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<a href="#">AB 6</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk R</a> (Dist 38)	<b>Bonds: transportation: school facilities.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 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 – 2 year bill	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.
<a href="#">AB 8</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>Emergency services: hit-and-run incidents.</b> 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 Appropriations	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.

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<a href="#">AB 23</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<p><b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b></p> <p>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.</p>	Assembly Natural Resources – 2 year bill	Oppose	<p>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.</p> <p>The author is concerned that the public will be subject to a spike in fuel prices.</p> <p>However, the effect of the deferral will be to reduce Cap and Trade auction revenues.</p>
<a href="#">AB 24</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<p><b>Transportation network companies: public safety requirements.</b></p> <p>Would prohibit the Public Utilities Commission 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. This bill would specifically require a transportation network company to comply with this provision and to provide for a mandatory controlled substance and alcohol testing certification program.</p>	Assembly Appropriations	Watch	<p>Intended to further develop the existing transportation network company regulatory statutes by requiring TNCs to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.</p>
<a href="#">AB 28</a> Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<p><b>Bicycle safety: rear lights.</b></p> <p>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 require that a bicycle operated under those circumstances be equipped with a red reflector, a solid red light, or a flashing red 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.</p>	Assembly Appropriations	Watch	<p>This is a new approach to bike safety that, as amended, would authorize bicyclists to have a solid or flashing red light in place of a reflector.</p>

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<a href="#">AB 35</a>  Amended: 4/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (Dist 17)	<b>Income taxes: credits: low-income housing: allocation increase.</b> This bill, for calendar years beginning 2015, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria.	Assembly Revenue and Taxation	New – Recommend Support	AB 35 would increase the state tax credit for low income housing allocation by an additional \$300 million which would allow the state to leverage an additional \$200 million in federal tax credits and at least \$400 million in federal tax-exempt bond authority annually for the creation and preservation of affordable rental homes for a broad range of lower income households through the state.
<a href="#">AB 40</a>  Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a>  (Dist 19)	<b>Toll bridges: pedestrians and bicycles.</b> Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and by private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Assembly Appropriations Suspense File	Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
<a href="#">AB 61</a>  Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis R</a>  (Dist 72)	<b>Shuttle services: loading and unloading of passengers.</b> Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.

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<a href="#">AB 156</a>  Amended: 4/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a>  (Dist 31)	<b>Greenhouse Gas Reduction Fund: technical assistance program.</b> This bill would require the state board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities. This bill would also require the department to include in the 3-year investment plan an allocation to the state board for that technical assistance program.	Assembly Appropriations Suspense File	New – Recommend Oppose	This bill requires the Air Resources Board (ARB) to include technical assistance funds to assist disadvantaged and low-income communities in its AB 32 Greenhouse Gas Reduction Fund (GGRF) Investment Plan.  The Metropolitan Transportation Commission has opposed this bill as the Bay Area has very few areas classified as “disadvantaged communities” and this program would redirect funds that would otherwise be directed to other transportation programs.
<a href="#">AB 162</a>  Amended: 3/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez D</a>  (Dist 52)	<b>State highways: wrong-way driving.</b> Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide the report to specified legislative committees on or before January 1, 2017. This bill contains other related provisions.	Senate Rules	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.

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<a href="#">AB 194</a>  Amended: 4/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (Dist 11)	<b>High-occupancy toll lanes.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified	Assembly Appropriations Suspense File	Support	The author introduced this bill for the Self-Help County Caucus 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.  Proposed amendments would permit local authority, under agreement to be responsible for environmental, design and financial studies. MPO would operate the facility.
<a href="#">AB 208</a>  Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bigelow R</a>  (Dist 5)	<b>Vehicles: highway: lane use.</b> Current law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed. This bill would make a technical, nonsubstantive change to that provision.	Assembly Consent Calendar	Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following.
<a href="#">AB 212</a>  Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a>  (Dist 35)	<b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print – 2 year bill	Watch	This is a spot bill for which the author has not disclosed his intentions.



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<a href="#">AB 227</a>  Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a>  (Dist 30)	<b>Transportation funding.</b> Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Budget	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends P3 law.
<a href="#">AB 239</a>  Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a>  (Dist 3)	<b>Greenhouse gases: regulations.</b> Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources – 2 year bill	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
<a href="#">AB 313</a>  Introduced: 2/12/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a>  (Dist 78)	<b>Enhanced infrastructure financing districts.</b> Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
<a href="#">AB 378</a>  Introduced: 2/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a>  (Dist 22)	<b>State Highway 101 corridor.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print – 2 year bill	Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. We have met with the author's staff to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.

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<a href="#">AB 457</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a>  (Dist 67)	<b>High-occupancy toll lanes.</b> Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Transportation – 2 year bill	Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
<a href="#">AB 464</a>  Amended: 4/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a>  (Dist 22)	<b>Transactions and use taxes: maximum combined rate.</b> Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Second Reading - Floor	Support	Provides significant new local government sales tax capacity by setting local cap at 3%.
<a href="#">AB 481</a>  Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a>  (Dist 74)	<b>Automated traffic enforcement systems.</b> Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print – 2 year bill	Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.

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<a href="#">AB 516</a>  Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a>  (Dist 22)	<b>Vehicles: temporary license plates.</b> Would require the DMV to develop a temporary license plate system to enable the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017. The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.	Assembly Appropriations	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser. This bill is sponsored by the Metropolitan Transportation Commission (MTC) to address bridge toll revenue evasion.
<a href="#">AB 518</a>  Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (Dist 11)	<b>Department of Transportation.</b> Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Transportation – 2 year bill	Watch	Spot bill.
<a href="#">AB 528</a>  Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a>  (Dist 16)	<b>San Francisco Bay Area Rapid Transit District (BART): strikes: prohibition.</b> Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Public Employees, Retirement and Social Security	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.

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<a href="#">AB 620</a> Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	<b>High-occupancy toll lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Transportation	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
<a href="#">AB 779</a> Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina D</a> (Dist 58)	<b>Environmental quality: transit priority areas.</b> CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, proposed revisions to the guidelines for the implementation of CEQA to establish criteria for determining the significance of transportation impacts of projects within transit priority areas that, among other things, promote the reduction of greenhouse gas emissions. This bill would provide that the revised guidelines shall not be effective before July 1, 2017. This bill contains other existing laws.	Assembly Appropriations	Oppose	Originally a spot bill. Now it requires OPR to delay guidelines that address other impacts of traffic in PDA's that seek to reduce GHG emissions to 2017.
<a href="#">AB 828</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a> (Dist 28)	<b>Vehicles: transportation network companies (TNCs).</b> Current law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company, if specified conditions are satisfied.	Assembly Third Reading	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.

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<a href="#">AB 869</a>  Amended: 4/13/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a>  (Dist 9)	<b>Public transportation agencies: fare evasion and prohibited conduct.</b> Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	Assembly Consent Calendar	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a>  (Dist 25)	<b>Transportation.</b> Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Transportation – 2 year bill	Watch	This remains a spot bill regarding state transportation funding.
<a href="#">AB 886</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a>  (Dist 49)	<b>Transportation service network provider: passenger privacy.</b> This bill would require transportation service network providers (TSNP) to adopt certain privacy standards pertaining to a passenger's personally identifiable data.	Assembly – 2 Year Bill	New – Recommend Watch	The bill seeks to encompass not just TNCs, but all future transportation services, including taxis, which may someday adopt online-enabled applications or platforms. This bill then seeks to protect TSNP customer data consistent with PUC information practices principles by limiting its collection, use, and sharing to only purposes necessary to complete a transaction, investigate criminal activities, and maintaining a user's account.

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<a href="#">AB 902</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a>  (Dist 50)	<b>Traffic violations: diversion programs.</b> Current law provides that a local authority may not allow a person who has committed a Traffic Violation Under the vehicle code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above.	Senate Rules	Watch	Initially a spot bill related to bicyclist laws. Now relates to motor vehicle code violation related to bicycles and diversion programs for minors.
<a href="#">AB 945</a>  Amended: 4/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a>  (Dist 19)	<b>Sales and use taxes: exemption: low-emission vehicles.</b> The bill, on and after January 1,2016,until January 1, 2020,would provide a partial exemption from state sales taxes with respect to the sale of specified low-emission vehicles, as provided.	Assembly Revenue and Taxation	New – Recommend Watch	The bill is intended to encourage out-of-state electric vehicle buyers to come to the factory and visit the state as part of their experience.  Recent amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position.
<a href="#">AB 1015</a>  Amended: 4/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a>  (Dist 50)	<b>Parking: car share vehicles.</b> Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program.	Assembly Consent Calendar	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
<a href="#">AB 1030</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas D</a>  (Dist 54)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Appropriations	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with PLA or local work force agreements.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1033</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo D</a> (Dist 56)	<b>Infrastructure financing.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Jobs, Economic Development and the Economy – 2 year bill	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
<a href="#">AB 1087</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	<b>Greenhouse Gas Reduction Fund: high-speed rail.</b> Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Transportation – 2 year bill	Watch	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects (including Caltrain Electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.
<a href="#">AB 1096</a> Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: electric bicycles.</b> Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. This bill contains other related provisions and other existing laws.	Assembly Appropriations	Watch	This bill pertains to the definition of motorized bikes.

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<a href="#">AB 1098</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a>  (Dist 50)	<b>Transportation: congestion management.</b> Current law requires a congestion management program to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would delete the traffic level of service standards as an element of a congestion management program and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. This bill contains other related provisions and other existing laws.	Assembly Transportation – 2 year bill	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the CMP is achieving GHG reductions, and support the region’s Sustainable Communities Strategy.  We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation, and will reach out to author and the Office of Planning & Research.
<a href="#">AB 1138</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a>  (Dist 23)	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Transportation – 2 year bill	Oppose	Effect of the bill is to stop progress on ICS phases of High Speed Rail project.
<a href="#">AB 1160</a>  Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a>  (Dist 74)	<b>Vehicles: automated traffic enforcement systems.</b> Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Transportation – 2 year bill	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.



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<a href="#">AB 1164</a>  Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a>  (Dist 43)	<b>State highways: evaluation and rating.</b> Would require the Department of Transportation, in consultation with specified entities, to conduct an annual evaluation and rating of the overall quality of the state highway system and the resources needed to provide a system in good repair, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.	Assembly Appropriations	Support	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
<a href="#">AB 1171</a>  Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a>  (Dist 60)	<b>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</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 expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath.	Assembly Appropriations	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway in a local sales tax expenditure plan.

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<a href="#">AB 1176</a>  Amended: 4/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a>  (Dist 31)	<p><b>Vehicular air pollution.</b>                      This bill would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the commission, in consultation with the state board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified.</p> <p>This bill would require the commission and the state board to allocate no less than 50% of the available moneys under the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program to projects that provide direct benefits to or serve or are located in disadvantaged communities.</p> <p>In addition, This bill would appropriate \$35,000,000 from the fund to the commission to implement the Advanced Low-Carbon Diesel Fuels Access Program.</p>	Assembly Appropriations	New – Recommend Oppose	<p>Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.</p> <p>MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.</p>
<a href="#">AB 1250</a>  Amended: 3/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a>  (Dist 50)	<p><b>Vehicles: buses: gross axle weight.</b>                      This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.</p>	Senate Rules	Watch	<p>This is a California Transit Association sponsored bill to provide an extension of time to reconcile the policy difference between local jurisdictions and transit agencies over the operation of buses that exceed state vehicle code limits on bus weights. Cities/counties claim excess weight damages roadways, while some transit buses exceed legal limits due to ADA equipment, CNG tanks and other causes that are implemented in the furtherance of mandates.</p>

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<a href="#">AB 1236</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Local ordinances: electric vehicle charging stations.</b> Would require a city, county, or city and county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill would provide for appeal of that decision to the planning commission, as specified.	Assembly Appropriations	Watch	Subjects EV charging station to requirement that local governments approve installations.
<a href="#">AB 1265</a> Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Assembly Appropriations	Support	Extends P3 law through 2030.
<a href="#">AB 1284</a> Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Assembly Appropriations	Watch	Subjects BATA to open meeting Act requirements.

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<a href="#">AB 1287</a> Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: parking and moving violations: cameras.</b> Would authorize San Francisco to install forward-facing cameras to record parking violations and exclusive or preferential transit-only lane and intersection obstruction violations. The bill would require an exclusive or preferential transit-only lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Appropriations	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking and HOV violations.
<a href="#">AB 1335</a> Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Building Homes and Jobs Act.</b> This bill would enact the Building Homes and Jobs Act. 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, per each single transaction per single parcel of real property, not to exceed \$225.	Assembly Appropriations	New – Recommend Support	This bill, which is similar to SB 391 (DeSaulnier) which we supported last year would impose a fee of \$75 on real property transactions. The bill is supported by the City and County of San Francisco, as a means to fulfill affordable housing needs in existing, developed communities.
<a href="#">AB 1336</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a> (Dist 32)	<b>California Global Warming Solutions Act of 2006: disadvantaged communities.</b> This bill would require a minimum of 40% of the available moneys in the Green House Reduction fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly Natural Resources – 2 year bill	New – Recommend Oppose	The author seeks to increase the amount of cap and trade funds available for the various ongoing cap and trade programs to disadvantaged communities from 25% in current law, to 40%.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.

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<a href="#">AB 1364</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>California Transportation Commission.</b> Current law vests the California Transportation Commission (CTC) with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Transportation – 2 year bill	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
<a href="#">AB 1384</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Toll facilities: Metropolitan Transportation Commission (MTC)</b> Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would make a technical, nonsubstantive change to this limitation on contributions.	Assembly Print – 2 year bill	Watch	Spot bill relating to fiscal relationship between BATA and MTC.
<a href="#">AB 1486</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Obernolte R</a> (Dist 33)	<b>Vehicles: toll highways.</b> Current law requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings, and of the rules and regulations of the Department of Transportation as they relate to those laws, and to cooperate with the Department of Transportation to the end that vehicular crossings are operated at all times in a manner as to carry traffic efficiently. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print – 2 year bill	Watch	Spot bill pertaining to toll highways.

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<a href="#">ACA 4</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<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, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Revenue and Taxation	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
<a href="#">SB 1</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> 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 – 2 year bill	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.

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<a href="#">SB 5</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	<p><b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b></p> <p>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.</p>	Senate Environmental Quality – 2 year bill	Oppose	<p>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.</p> <p>The author is concerned that the public will be subject to a spike in fuel prices.</p> <p>However, the effect of the deferred will be to reduce Cap and Trade auction revenues.</p>
<a href="#">SB 8</a> Amended: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a> (Dist 18)	<p><b>Taxation.</b></p> <p>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, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.</p>	Senate Governance and Finance	Watch	Formerly a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.

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<a href="#">SB 9</a>  Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a>  (Dist 15)	<p><b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</b></p> <p>Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would require that the Transportation Agency adopt a multiyear program of projects for funding, and require the California Transportation Commission to allocate funding to applicants pursuant to the program of projects.</p>	Senate Appropriations	Watch	<p>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.</p> <p>Amended to apply 90% of these funds for large projects that cost in excess of \$100 million; the remaining 10% would be reserved for others.</p> <p>Guidelines for expanding the first \$25 million in this category were finalized; a competitive call for projects was released by the State Transportation Agency. The San Francisco Municipal Transportation Agency is targeting this program to pay back funds committed by the Metropolitan Transportation Commission to its light rail vehicle procurement contract option for 40 expansion vehicles.</p>



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<a href="#">SB 16</a>  Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a>  (Dist 15)	<b>Transportation funding.</b> Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.	Senate Governance and Finance	Watch	Latest amendments to provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair. See attached summary of the proposal.  We generally support the author's proposal except we are concerned that the Vehicle License Fee (VLF) increase would decrease funding available if San Francisco passes its own VLF increase, which is currently planned to be placed on the ballot in November 2016. San Francisco currently has authorization under SB1492 (Leno) to increase the VLF up to a total of 2%, with the increment between the state's rate (currently 0.65%) and 2% going to the general fund. We are working with the Mayor's office and partner agencies to develop potential remedies related to the VLF and to seek flexibility to use funds for transit, as well.
<a href="#">SB 34</a>  Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a>  (Dist 13)	<b>Automated license plate recognition systems: use of data.</b> 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. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

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<a href="#">SB 39</a>  Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a>  (Dist 27)	<b>Vehicles: high-occupancy vehicle lanes.</b> Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000. This bill contains other related provisions and other current laws.	Senate Appropriations	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.
<a href="#">SB 59</a>  Introduced: 12/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight R</a>  (Dist 0)	<b>Vehicles: high-occupancy vehicle lanes.</b> 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.
<a href="#">SB 64</a>  Introduced: 1/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a>  (Dist 25)	<b>California Transportation Plan.</b> This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.	Senate Appropriations	New – Recommend Watch	The bill seeks an independent review of Caltrans’s 2015 California Transportation Plan and designates the CTC to prepare recommendations for statewide integrated multimodal transportation system improvements.
<a href="#">SB 154</a>  Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a>  (Dist 29)	<b>California Environmental Quality Act.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project 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. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules – 2 year bill	Watch	This is a CEQA spot bill.

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<a href="#">SB 158</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a>  (Dist 29)	<b>Transportation projects: comprehensive development lease agreements.</b> Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Transportation and Housing – 2 year bill	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in LA county.
<a href="#">SB 166</a>  Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a>  (Dist 1)	<b>California Environmental Quality Act.</b> The California Environmental Quality Act (CEQA) 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. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules – 2 year bill	Watch	CEQA spot bill.
<a href="#">SB 167</a>  Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a>  (Dist 1)	<b>California Global Warming Solutions Act of 2006.</b> The State Air Resources 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. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules – 2 year bill	Watch	Spot bill that addresses AB 32 regulatory process.
<a href="#">SB 192</a>  Amended: 4/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a>  (Dist 25)	<b>Bicycles: helmets.</b> Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol (CHP), to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study's findings by January 1, 2017, as specified.	Senate Appropriations	Watch	The bill originally mandated that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.  Amended to require a study by CHP of helmet use.

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<a href="#">SB 321</a>  Amended: 4/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a>  (Dist 15)	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.	Senate Appropriations	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process.
<a href="#">SB 413</a>  Amended: 4/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wieckowski D</a>  (Dist 10)	<b>Public transit: prohibited conduct.</b> Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.	Senate Appropriations	New – Recommend Support	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons. SFMTA has requested our support for this bill to decriminalize youth fare evasion.  Per Finance Committee direction, we will seek additional information and, if needed, amendments to the bill in order to ensure that youth are not negatively impacted by this bill (e.g. ensure no impacts on juvenile record).

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**May 2015**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 433</a>  Amended: 4/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill R</a>  (Dist 8)	<b>Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments.</b> Would, for the 2016-17 fiscal year and each fiscal year thereafter, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Senate Appropriations	New - Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
<a href="#">SB 491</a>  Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<b>Committee on Transportation and Housing</b>	<b>Transportation: omnibus bill.</b> Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.	Senate Appropriations	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 508</a>  Amended: 4/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a>  (Dist 15)	<b>Transit operations: financial requirements.</b> This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	Senate Second Reading	Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.

**San Francisco County Transportation Authority**

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<a href="#">SB 516</a>  Amended: 4/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fuller R</a>  (Dist 16)	<b>Transportation: motorist aid services.</b> Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes.	Senate Appropriations	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
<a href="#">SB 564</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a>  (Dist 12)	<b>Vehicles: school zone fines.</b> Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Third Reading	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
<a href="#">SB 595</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a>  (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules – 2 year bill	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.

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<a href="#">SB 632</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Transportation and Housing – 2 year bill	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
<a href="#">SB 698</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Active Transportation Program: school zone safety projects.</b> Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Environmental Quality – 2 year bill	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.
<a href="#">SB 760</a> Amended: 5/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mendoza D</a> (Dist 32)	This bill would require the Strategic Growth Council to develop and implement the Disadvantaged Community Enhancement Program to award grants to disadvantaged communities, as defined, to facilitate projects for community enhancement improvements.	Senate Appropriations	New – Recommend Oppose	The bill creates a new Disadvantaged Community Enhancement Program within the Strategic Growth Council that would be provide grants for enhancement programs to reduce GHG emissions and provide environmental benefits to disadvantaged communities. Projects would include urban greening, park development, and active transportation facilities.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine “disadvantaged communities” is flawed.

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<a href="#">SB 782</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	<b>State highways: relinquishment.</b> Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Rules – 2 year bill	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
<a href="#">SCA 5</a> Introduced: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a> (Dist 9)	<b>Local government: special taxes: voter approval.</b> Would 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 Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.

**Total Measures: 73**

**Total Tracking Forms: 73**

Attachment:

1. SB 16 – Summary of Proposal



# Attachment 1

## Transportation Finance Plan 5 Year Road Maintenance Program

- 1) The plan shall draw from the following sources:
  - a) A 10 cent increase in the excise tax on gasoline and 12 cent increase on diesel tax.
    - a. The 2 cent increase on diesel tax shall go towards freight movement and port congestion.
  - b) Returning truck weight fees to the transportation fund over a five year period, 20% each year.
  - c) Loan paybacks each year for 3 years from the Rainy Day Fund.
  - d) A 0.35 percent increase in the VLF over five years to backfill the loss to the general fund of the truck weight fees and continues until the bonds are retired.
  - e) A \$35 VRF increase for all vehicles.
  - f) A \$100 VRF increase for zero-emission vehicles.
  - g) Identify whether savings can be accrued through bond defeasance.
  - h) This would raise an additional \$3.4 – 3.8 billion annually for five years.

**\*\*There are NO impacts to the General Fund.**

- 2) The funding shall be allocated as follows:
  - a) 5% shall be set aside to be made available to cities and counties that approve local funding measures after January 1, 2016.

The remainder of the funds shall be shared equally between the State, Cities and Counties as follows:

- b) 50% shall be allocated to the SHOPP program.
  - c) 50% shall be allocated to cities and counties.
- 3) The proposal shall have performance criteria and accountability measures.
- 4) The proposal shall establish protections to ensure funding only be used for maintenance backlog.
- 5) The proposal shall establish efficiencies within CalTrans.

	RATE	PHASE	ADDITIONAL REVENUE BY YEAR (in millions)				
	INCREASE	IN (YRS)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Excise on Gasoline (in cents)	10	1	\$ 1,600	\$ 1,460	\$ 1,460	\$ 1,460	\$ 1,460
VLF (in percent)	35%	5	\$ 224	\$ 448	\$ 672	\$ 896	\$ 1,120
VRF (in dollars)	35	1	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
Weight Fees (in millions)	0	5	\$ -	\$ -	\$ -	\$ -	\$ -
Annual ZEV Fees (in dollars)	100	1	\$ 10	\$ 12	\$ 15	\$ 20	\$ 25
Excise on Diesel (in cents)	10	1	\$ 260	\$ 260	\$ 260	\$ 260	\$ 260
GF Loan Paybacks		3	\$ 330	\$ 330	\$ 340	\$ -	\$ -
Diesel Excise for Freight	2	1	\$ 52	\$ 52	\$ 52	\$ 52	\$ 52
<b>Total New Revenue</b>			<b>\$ 3,476</b>	<b>\$ 3,562</b>	<b>\$ 3,799</b>	<b>\$ 3,688</b>	<b>\$ 3,917</b>