



## 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 9, 2016, the Finance Committee reviewed and discussed the attached state legislation matrix, and subsequently approved a motion amending the staff recommendation to change the positions on Assembly Bill (AB) 1641 (Allen, Travis) and Assembly Bill First Extraordinary Session (ABX1) 25 (Allen, Travis) from watch to oppose, and the position on ABX1 18 (Linder) from support to oppose, and then approved a motion recommending approval of the amended staff recommendation as shown in the attached legislation matrix; and

WHEREAS, At the February 23, 2016 Board meeting, Chair Wiener severed AB 1641 (Allen, Travis) and ABX1 25 (Allen, Travis) from the Finance Committee recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt new support positions on AB 1591 (Frazier), AB 1574 (Chiu), Senate Bill (SB) 812 (Hill) and SB 824 (Beall); and new oppose positions on AB 1550 (Gomez) and ABX1 18 (Linder); 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 23rd day of February, 2016, by the following votes:

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

**Nays:** (0)

**Absent:** (0)

Scott Wiener 2/29/16

Scott Wiener  
Chair

Date

ATTEST:

Tilly Chang 3/4/16

Tilly Chang  
Executive Director

Date

## San Francisco County Transportation Authority

February 2016

### 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 Finance Committee is recommending **new support positions** on Assembly Bill (AB) 1591 (Frazier), AB 1574 (Chiu), Senate Bill (SB) 812 (Hill) and SB 824 (Beall); and **new oppose positions** on AB 1550 (Gomez), AB 1641 (Allen, Travis), Assembly First Extraordinary Session (ABX1) 18 (Linder) and ABX1 25 (Allen, Travis).

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 4</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> 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 Dead	New - Recommend Delete from Matrix	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.
<a href="#">AB 6</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk</a> 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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<a href="#">AB 23</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</a> 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.
<a href="#">AB 24</a>  Amended: 4/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian</a> D  (Dist 46)	Transportation network companies: public safety requirements. 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.	Assembly Dead	New - Recommend Delete from Matrix	Intended to further develop the existing transportation network company regulatory statutes by requiring TNC's to participate in DMV "pull-notice" program and that drivers are subject to drug/alcohol tests.

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<a href="#">AB 35</a>  Vetoed: 10/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu</a> D  (Dist 17)	Income taxes: credits: low-income housing: allocation increase. Would, for calendar years 2016 through 2021, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$100,000,000, 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 Vetoed	New - Recommend Delete from Matrix	AB 35 would increase the state tax credit for low income housing allocation by an additional \$100 million, which would allow the state to leverage additional federal tax credits and 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.  The Board had previously adopted a support position on this bill.
<a href="#">AB 61</a>  Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen,</a> <a href="#">Travis</a> R  (Dist 72)	Shuttle services: loading and unloading of passengers. 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 Dead	New - Recommend Delete from Matrix	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.  This measure did not meet deadlines. Author has introduced 2 new measures that are similar: AB 1641 and ABX1 25.

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<a href="#">AB 156</a>  Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a>  (Dist 0)	California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Senate 2 year	New - Recommend Delete from Matrix	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.  The SFCTA Board previously adopted an oppose position on this bill.
<a href="#">AB 212</a>  Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a>  (Dist 35)	State highways. 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 Dead	New - Recommend Delete from Matrix	This is a spot bill for which the author has not disclosed his intentions.

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<a href="#">AB 227</a>  Amended: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a>  (Dist 30)	Household hazardous waste: transportation manifest. Current law requires, on or before December 31, 2019, public agencies and their contractors that transport household hazardous waste to a hazardous waste facility to use certain consolidated manifesting procedures. Current law establishes volumetric and weight limits on the amount of hazardous waste that a conditionally exempt small quantity generator may transport to a household hazardous waste collection facility. Current law expresses the weight limit in 2 alternative measures. This bill would extend the consolidated manifesting procedures requirement to December 31, 2020.	Assembly Dead	New - Recommend Delete from Matrix	Bill no longer relates to transportation.  This bill previously mandated that State General Fund loans from transportation revenues be repaid, and the SFCTA Board had adopted a support position.
<a href="#">AB 239</a>  Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a>  (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board (ARB), 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 Dead	New - Recommend Delete from Matrix	Restricts ARB from amending regulations under AB 32 starting in 2016.
<a href="#">AB 318</a>  Amended: 6/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a>  (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate 2 year	Watch	This bill establishes a pilot program, until, 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days.  LA Metro is sponsoring this bill because holding bicycles for 90 days is impartial and costly.

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<a href="#">AB 378</a>  Amended: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin</a> D  (Dist 22)	State Highway 101 Route corridor. 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 require the department, in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, to create an integrated corridor management team to consider transportation projects addressing congestion relief in the State Highway Route 101 corridor located within the County of San Mateo.	Assembly Dead	New - Recommend Delete from Matrix	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor.  The SFCTA previously adopted a support position on the bill.
<a href="#">AB 457</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez</a> R  (Dist 67)	High-occupancy toll lanes. 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 Dead	New - Recommend Delete from Matrix	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>  Vetoed: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin</a> D  (Dist 22)	Transactions and use taxes: maximum combined rate. 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 Vetoed	New - Recommend Delete from Matrix	Provides significant new local government sales tax capacity by setting local cap at 3%.  Latest amendment would retain 2% "cap" through 2016, with the "cap" increased to 3% after 2016.  The SFCTA Board had previously adopted a support position on the bill.



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<a href="#">AB 481</a>  Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper</a> R  (Dist 74)	Automated traffic enforcement systems. 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 Dead	New - Recommend Delete from Matrix	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.
<a href="#">AB 516</a>  Amended: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin</a> D  (Dist 22)	Vehicles: temporary license plates. Would require the Department of Motor Vehicles (DMV) to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Senate 2 year	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.
<a href="#">AB 518</a>  Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	Department of Transportation. 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 Dead	New - Recommend Delete from Matrix	Spot bill.

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<a href="#">AB 528</a>  Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker</a> R  (Dist 16)	San Francisco Bay Area Rapid Transit District: strikes: prohibition. 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 Dead	New - Recommend Delete from Matrix	The bill would prohibit BART employees from striking or undertaking a work stoppage.
<a href="#">AB 620</a>  Amended: 1/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández,</a> <a href="#">Roger</a> D  (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority (LACMTA) to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.	Senate Rules	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.  Amended to allow LACMTA flexibility in providing low income assistance.
<a href="#">AB 779</a>  Amended: 8/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia,</a> <a href="#">Cristina</a> D  (Dist 58)	Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service (LOS) standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways.	Senate Appropriations	Support and Work with Author	Latest amendment eliminates LOS as an element of a congestion management plan.

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<a href="#">AB 828</a>  Amended: 7/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a>  (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions.
<a href="#">AB 869</a>  Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a>  (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. 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 conduct violation may be subject to those criminal penalties.	Senate 2 year	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).

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<a href="#">AB 877</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a>  (Dist 25)	Transportation. 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 Dead	New - Recommend Delete from Matrix	This remains a spot bill regarding state transportation funding as well as increasing the CTC to 15 members.  This bill also includes language declaring that the Legislature intends to enact legislation to explore a two-tiered road usage charge which would provide that a person who drives a car made in 2005 or before would pay a lesser surcharge than a person who drives a newer vehicle, and would continue to pay the lesser surcharge if he or she purchases a newer, more fuel efficient vehicle.
<a href="#">AB 886</a>  Amended: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a>  (Dist 49)	Transportation service network provider (TSNP): passenger privacy. The Passenger Charter-Party Carriers' Act prohibits a transportation network company from disclosing personally identifiable information of a passenger, with certain exceptions, including when the passenger knowingly consents or pursuant to a legal obligation. This bill would modify the knowing consent exception to the prohibition against disclosure of personally identifiable information by requiring the affirmative consent of a passenger through an opt-in selection that is separate from and not conditioned on various other transactions between the passenger and the transportation network company.	Assembly Dead	New - Recommend Delete from Matrix	The bill seeks to encompass not just Transportation Network Companies (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 the Public Utilities Commission (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>  Chaptered: 9/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a>  (Dist 50)	Traffic violations: diversion programs. 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 the imposition of 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 that is sanctioned by local law enforcement	Assembly Chaptered	New - Recommend Delete from Matrix	This bill expands the applicability of local diversion programs for vehicle code violations not involving a motor vehicle from a “minors-only” policy to include violators of all ages. A frequent violation that fits this program is running a stop sign on a bicycle; the author is seeking to permit adults access to diversion programs for the educational experience and benefit.  The San Francisco Municipal Transportation Agency supports this bill. The SFCTA Board previously adopted a support position on the bill.
<a href="#">AB 945</a>  Amended: 5/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a>  (Dist 19)	Sales and use taxes: exemption: low-emission vehicles. Would, on and after January 1, 2016, until January 1, 2021, provide a partial exemption from sales and use taxes with respect to the sale of specified low-emission vehicles, as provided. This bill contains other related provisions and other existing laws.	Assembly Appropriations Suspense File	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.

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<a href="#">AB 1030</a>  Amended: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thom</a> as D  (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate 2 year	Watch	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.
<a href="#">AB 1033</a>  Amended: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia,</a> <a href="#">Eduardo</a> D  (Dist 56)	Economic impact analysis: small business definition. Would authorize a state agency, when preparing the economic impact analysis, to use a consolidated definition of small business to determine the number of small businesses within the economy, a specific industry sector, or geographic region, and would define "small business" for that purpose as a business that is independently owned and operated, not dominant in its field of operation, and has fewer than 100 employees.	Senate Governmental Organization	New - Recommend Delete from Matrix	Previously created the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.  Now no longer relates to transportation.
<a href="#">AB 1087</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove</a> R  (Dist 34)	Greenhouse Gas Reduction Fund: high-speed rail. 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 Dead	New - Recommend Delete from Matrix	This bill would dedicate the 25% share of cap and trade to (1) the ICS, and (2) blended system projects. This would prevent the ultimate project from being fully realized.

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<a href="#">AB 1098</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (Dist 50)	Transportation: congestion management. 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 Dead	New - Recommend Delete from Matrix	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 Congestion Management Plan is achieving greenhouse gas 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 the author and the Office of Planning and Research.
<a href="#">AB 1138</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</a> R  (Dist 23)	High-speed rail: eminent domain. 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 Dead	New - Recommend Delete from Matrix	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project.  The SFCTA Board previously adopted an oppose position on this bill.

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<a href="#">AB 1160</a>  Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a>  (Dist 74)	Vehicles: automated traffic enforcement systems. 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 Dead	New - Recommend Delete from Matrix	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.  The SFCTA Board previously adopted an oppose position on this bill.
<a href="#">AB 1176</a>  Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a>  (Dist 0)	Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources 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. This bill contains other related provisions.	Senate Appropriations	Watch	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.
<a href="#">AB 1265</a>  Amended: 4/29/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a>  (Dist 0)	Transportation projects: comprehensive development lease agreements. 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 Dead	New - Recommend Delete from Matrix	Extends P3 law, indefinitely.  Similar bill introduced in Special Session: ABX1 - 2 (Perea) and SBX1-14 (Cannella).



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<a href="#">AB 1335</a>  Amended: 6/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a>  (Dist 78)	Building Homes and Jobs Act. 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. This bill contains other related provisions and other existing laws.	Assembly Third Reading	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: 1/14/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a>  (Dist 32)	Greenhouse gases: Community Climate Improvement Program. Would establish and require the Strategic Growth Council, in coordination with the State Air Resources Board, to administer the Community Climate Improvement Program to provide grants for the development and implementation of regional projects that reduce or sequester greenhouse gas emissions. The bill would require the council, in coordination with the state board, to develop guidelines for the program. The bill would require the council to implement the program with moneys appropriated from the Greenhouse Gas Reduction Fund.	Assembly Dead	New - Recommend Delete from Matrix	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. The SFCTA Board had previously adopted an oppose position on this bill.
<a href="#">AB 1360</a>  Amended: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a>  (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Senate 2 year	Watch	Transportation Network Companies (TNCs) have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.

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<a href="#">AB 1364</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R  (Dist 60)	California Transportation Commission (CTC). Current law vests the 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 CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Rules	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
<a href="#">AB 1384</a>  Amended: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker</a> R  (Dist 16)	Toll facilities: Metropolitan Transportation Commission (MTC). Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the MTC 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 instead limit the direct contributions by the authority to the commission in any fiscal year to 1% of funds available to the authority in that fiscal year, and would impose a similar restriction on loans from the authority to the commission.	Assembly Dead	New - Recommend Delete from Matrix	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</a> R  (Dist 33)	Vehicles: toll highways. 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 Dead	New - Recommend Delete from Matrix	Spot bill pertaining to toll highways.

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<a href="#">AB 1550</a>  Introduced: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gomez</a> D  (Dist 51)	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund (GGRF). This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.	Assembly Print	New - Recommend Oppose	Increases requirement from 10% to 25% of GGRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low-income households.  We have previously opposed similar legislation because the state's definition of DAC does not adequately reflect the disadvantaged communities of San Francisco. We are working with the state to amend the DAC definition.
<a href="#">AB 1555</a>  Introduced: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gomez</a> D  (Dist 51)	Greenhouse Gas Reduction Fund (GGRF). Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.	Assembly Print	New - Recommend Watch	This bill is intended to be a vehicle for negotiating GGRF funds expenditures left over from 2015.
<a href="#">AB 1569</a>  Introduced: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Steinorth</a> R  (Dist 40)	California Environmental Quality Act (CEQA): exemption: existing transportation infrastructure. Would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	Assembly Print	New - Recommend Watch	Would exempt minor road repair projects from CEQA if carried out within existing right-of-way.

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<a href="#">AB 1574</a>  Introduced: 2/1/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (Dist 17)	Vehicles of charter-party carriers of passengers and passenger stage corporations. This bill would require the Department of Motor Vehicles to notify the Public Utilities Commission (PUC) when a charter-party carrier of passengers or a passenger stage corporation first registers a bus, limousine, or modified limousine with the department, and to provide information to the PUC that will allow the PUC to identify the vehicle. The bill would require the PUC, with respect to those newly registered buses, limousines, or modified limousines, to ensure that the vehicles meet all statutory and regulatory requirements for safe operation. The bill, upon the PUC becoming aware of a bus, limousine, or modified limousine of a charter-party carrier of passengers or a passenger stage corporation that has not been reported to the commission by the carrier or corporation, would require the PUC to immediately take steps to require the carrier or corporation to update its reporting of vehicles to the PUC and to request the Department of the California Highway Patrol (CHP) to conduct a safety inspection of the vehicle. The bill would prohibit use of such a bus, limousine, or modified limousine to transport passengers in the absence of securing a satisfactory rating from the CHP812, and would authorize a law enforcement agency to impound a bus, limousine, or modified limousine operated in violation of this provision.	Referred to Utilities & Commerce and Transportation	New – Recommend Support	The bill seeks to ensure that buses are inspected under safety criteria by requiring DMV to notify the PUC when a bus company first registers the vehicle. In the event there is not a satisfactory rating, the bill prohibits the use of the bus.
<a href="#">AB 1591</a>  Introduced: 1/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (Dist 11)	Transportation funding. 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 require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Support	New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Intercity Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.

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<a href="#">AB 1641</a>  Introduced: 1/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis</a> R  (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	Assembly Print	New - Recommend Oppose	This bill replaces AB 61 by same author to address the shuttle services' use of transit stops.  At the February 9, 2016 Finance Committee meeting the Commissioners voted to change the recommended position from watch to oppose.
<a href="#">AB 1659</a>  Introduced: 1/13/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez</a> D  (Dist 52)	Vehicles: prima facie speed limits: schools. 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, while children are going to or leaving the school, either during school hours or during the noon recess period. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	This bill expands limited speed (15 mph) zone to 1/4 mile of a school.
<a href="#">AB 1677</a>  Introduced: 1/19/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting</a> D  (Dist 19)	Vehicles: tour buses: safety inspections. This bill would require the department to develop protocols, in consultation with representatives of local government, to allow for the inspection of tour buses by a designated local agency of the local jurisdiction in which the tour bus operates, and would require these protocols to include, at a minimum, a requirement that, upon completion of an inspection of a tour bus, the designated local agency report its findings to the Public Utilities Commission. The bill would provide that any inspection conducted by a designated local agency pursuant to these protocols shall be in addition to, and not in lieu of, any other inspection requirements imposed under law.	Assembly Print	New - Recommend Watch	Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP.

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<a href="#">AB 1725</a>  Introduced: 1/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wagner</a> R  (Dist 68)	Vehicles: automated traffic enforcement systems. Would require a driver facing a steady circular red signal alone at a freeway or highway onramp signal, to stop at a marked limit line, but if none, before the signal, and to remain stopped until an indication to proceed is shown. The bill would make a violation of this requirement an infraction punishable by a fine of \$50. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.
<a href="#">ABX1 1</a>  Introduced: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo</a> D  (Dist 30)	Transportation funding. 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 Print	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
<a href="#">ABX1 2</a>  Introduced: 6/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea</a> D  (Dist 31)	Transportation projects: comprehensive development lease agreements. 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. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	Support	Extends public-private partnership law indefinitely.  Similar to AB 1265 (Perea) and SBX1 14 (Cannella).

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<a href="#">ABX1 3</a>  Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (Dist 11)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.	Assembly Conference Committee	Watch	Special session spot bill.
<a href="#">ABX1 4</a>  Introduced: 7/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (Dist 11)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Senate Rules	Watch	Special session spot bill.
<a href="#">ABX1 6</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a>  (Dist 48)	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.	Assembly Print	Oppose	The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas.



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<a href="#">ABX1 7</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian</a> D  (Dist 46)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Assembly Print	Support	The bill would seek to increase cap and trade revenues to 2 transit programs: (1)rail capital and (2)transit operations.  This bill is the same as SBX1 8 (Hill).
<a href="#">ABX1 8</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu</a> D  (Dist 17)	Diesel sales and use tax. Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Assembly Print	Watch	The bill seeks to increase State transit assistance funds by increasing the sales tax rate and diesel.  This bill is the same as SBX1 7 (Allen).
<a href="#">ABX1 9</a>  Introduced: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine</a> D  (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.



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<a href="#">ABX1 10</a>  Introduced: 8/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a>  (Dist 10)	Public works: contracts: extra compensation. Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.	Assembly Print	Watch	Would restrict state agencies from providing extra payments to contractors on mega infrastructure projects.
<a href="#">ABX1 13</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a>	Greenhouse Gas Reduction Fund: streets and highways. Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.	Assembly Print	Oppose	The bill would reduce funds from cap and trade for the Affordable Housing and Sustainable Communities competitive grant program by half and dedicate the savings to road repair.
<a href="#">ABX1 14</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Waldron R</a>	State Highway Operation and Protection Program: local streets and roads: appropriation. Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	Assembly Print	Watch	This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes.

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<a href="#">ABX1 15</a>  Introduced: 8/31/2015  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</a> R	State Highway Operation and Protection Program (SHOPP): local streets and roads: appropriation. Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the SHOPP, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.	Assembly Print	Watch	This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes. Would reduce Caltrans staff costs by \$500 million and seek a like amount from State Highway Account to be dedicated for state and local road repairs.
<a href="#">ABX1 16</a>  Introduced: 8/31/2015  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</a> R	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county.	Assembly Print	Watch	Intended to test the efficiency of Caltrans by authorizing a pilot program in which two counties would be able to assume Caltrans' responsibility for operating and maintaining highways with the county.
<a href="#">ABX1 17</a>  Introduced: 8/31/2015  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian</a> R	Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.	Assembly Print	Oppose	This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources.

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<a href="#">ABX1 18</a> Introduced: 8/31/2015  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R	Vehicle weight fees: transportation bond debt service. Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	Assembly Print	New - Recommend Oppose	This measure would seek the return of truck weight fees to state highway rehabilitation purposes.  At the February 9, 2016 Finance Committee meeting the Commissioners voted to change the recommended position from support to oppose.
<a href="#">ABX1 19</a> Introduced: 8/31/2015  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R	California Transportation Commission. 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 Print	Watch	The bill re-establishes the independence of the CTC from the Administration Transportation Agency.
<a href="#">ABX1 20</a> Introduced: 8/31/2015  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines,</a> <a href="#">Beth</a> R	State government: elimination of vacant positions: transportation: appropriation. Current law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other current laws.	Assembly Print	Watch	This Republican Caucus measure would seek the elimination of vacant positions in state government and dedicate the funds the freed to be dedicated to road repairs.
<a href="#">ABX1 21</a> Introduced: 8/31/2015  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Obernolte</a> R	Environmental quality: highway projects. Would prohibit a court in a judicial action or proceeding under California Environmental Quality Act (CEQA) from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Assembly Print	Watch	Extends to highway projects judicial relief from a CEQA challenge in certain cases.

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<a href="#">ABX1 25</a>  Introduced: 1/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis</a> R  (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Assembly Print	New - Recommend Oppose	A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).  At the February 9, 2016 Finance Committee meeting the Commissioners voted to change the recommended position from watch to oppose.
<a href="#">ACA 4</a>  Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district 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.	Assembly Appropriations Suspense File	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.

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<a href="#">SB 1</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines</a> 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.
<a href="#">SB 5</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak</a> 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.
<a href="#">SB 8</a>  Amended: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg</a> 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, 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.	Senate Dead	New - Recommend Delete from Matrix	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 16</a>  Amended: 6/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. 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 Inactive File	Support and Seek Amendment	Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair.  Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$35 and VLF by .35%.  We are working with the Mayor's Office and partner agencies to seek amendments that would provide flexibility to use funds for transit and to make the revenue measures permanent. We are also concerned that the 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.  Similar bill introduced in Special Session: SBX1-1 (Beall). This bill is likely dead.
<a href="#">SB 39</a>  Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley</a> 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). Currentt 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 an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	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.  Budget trailer bill was approved to accomplish this.

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<a href="#">SB 59</a>  Introduced: 12/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight</a> 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 Dead	New - Recommend Delete from Matrix	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 154</a>  Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff</a> R  (Dist 29)	California Environmental Quality Act. 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 Dead	New - Recommend Delete from Matrix	This is a CEQA spot bill.
<a href="#">SB 158</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff</a> R  (Dist 29)	Transportation projects: comprehensive development lease agreements. 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 Dead	New - Recommend Delete from Matrix	This was initially a spot bill to address the public-private partnership 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</a> R  (Dist 1)	California Environmental Quality Act. 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 Dead	New - Recommend Delete from Matrix	CEQA spot bill.

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<a href="#">SB 192</a>  Amended: 4/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a>  (Dist 25)	Bicycles: helmets. Would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, 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 Dead	New - Recommend Delete from Matrix	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.
<a href="#">SB 254</a>  Amended: 6/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a>  (Dist 26)	State highways: relinquishment. Current law provides for the California Transportation Commission (CTC) to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.	Assembly 2 year	Watch	This bill authorizes the CTC to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute.  A budget trailer bill was approved to accomplish the goals of this bill.
<a href="#">SB 321</a>  Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a>  (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016/17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on 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 existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Senate Inactive File	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.



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<a href="#">SB 433</a>  Amended: 5/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill</a> R  (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, 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.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for annual gas tax rate.
<a href="#">SB 491</a>  Chaptered: 10/2/2015 <a href="#">pdf</a> <a href="#">html</a>	Committee on Transportation and Housing	Transportation: omnibus bill. 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 Chaptered	New - Recommend Delete from Matrix	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 564</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</a> R  (Dist 12)	Vehicles: school zone fines. 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.	Assembly 2 year	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.  SFMTA has also adopted a support position on this bill.

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<a href="#">SB 595</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</a> R  (Dist 12)	Vehicles: prima facie speed limits: schools. 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 Dead	New - Recommend Delete from Matrix	Spot bill related to school zone speeds; part of a larger school traffic safety package.
<a href="#">SB 632</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</a> R  (Dist 12)	Vehicles: prima facie speed limits: schools. 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 Dead	New - Recommend Delete from Matrix	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</a> R  (Dist 12)	Active Transportation Program (ATP): school zone safety projects. 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 Dead	New - Recommend Delete from Matrix	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

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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)	State highways: relinquishment. 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 Dead	New - Recommend Delete from Matrix	This is a spot bill that is intended to streamline state highway relinquishments.

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<a href="#">SB 812</a>  Introduced: 1/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a>  (Dist 13)	Tour bus inspection fees: charter-party carriers of passengers and passenger stage corporations. This bill would require the Department of the California Highway Patrol (CHP), by regulation, to develop and adopt bus terminal inspection fees applicable to charter-party carriers of passengers and passenger stage corporations that operate one or more tour buses, to replace existing fees, in an amount sufficient to offset the costs to administer the inspection program for these companies, as specified. The bill would require the fees to be collected by the Public Utilities Commission in the case of charter-party carriers of passengers or as otherwise required by the regulations. The bill would make other conforming changes. This bill would require the CHP, by regulation, to modify its existing tour bus terminal inspection program to ensure that the program is performance-based, with parameters to evaluate and target on-site inspections tour of buses operated by or for charter-party carriers of passengers and passenger stage corporations. The bill would require the tour bus terminal inspection program to prioritize newly acquired tour buses operated by charter-party carriers of passengers and passenger stage corporations, as well as affected companies that are noncompliant or have a history of noncompliance with safety laws or regulations. The bill would also require no fewer than 25% of the total number of tour bus carrier inspections conducted by the CHP to be unannounced surprise inspections. This bill would require a charter-party carrier of passengers or a passenger stage corporation, prior to operating a newly acquired tour bus, to first schedule an inspection of the tour bus with, and obtain a satisfactory rating for the tour bus from, the department.	Senate Print	New – Recommend Support	This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced.  The SFMTA has taken a support position on this bill.

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<a href="#">SB 824</a>  Introduced: 1/7/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Low Carbon Transit Operations Program. Would authorize a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would, in that regard, require the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. This bill contains other existing laws.	Senate Transportation and Housing	New - Recommend Support	The bill is intended to permit transit agencies more flexible use of formula transit funds from GGFR.
<a href="#">SB 874</a>  Introduced: 1/14/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines</a> R  (Dist 1)	Transportation network companies (TNCs). The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers, as defined. This bill would make nonsubstantive changes to the definitions applicable to transportation network companies.	Senate Rules	New - Recommend Watch	Spot bill related to transportation network companies.
<a href="#">SB 882</a>  Introduced: 1/15/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg</a> D  (Dist 18)	Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.	Senate Public Safety	New - Recommend Watch	This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation.
<a href="#">SB 901</a>  Introduced: 1/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates</a> R  (Dist 36)	Transportation projects: Advanced Mitigation Program. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.	Senate Print	New - Recommend Watch	Provides direction to Caltrans to expand advanced mitigation for transportation projects.

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<a href="#">SBX1 1</a>  Amended: 9/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Senate Appropriations	Support and Seek Amendments	Latest amendments reflect a major new state/local transportation funding bill. It would provide \$3-4 billion +, annually, for 5 years, to fund state and local road repair.  Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$70.  Bill is similar but not identical to SB 16 (Beall).
<a href="#">SBX1 2</a>  Introduced: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff</a> R  (Dist 29)	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Senate Transportation and Infrastructure Development	Oppose	The bill seeks to transfer from current cap and trade permanent allocations for High Speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways.  The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to a fuel tax of 10 cents per gallon.  The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.

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<a href="#">SBX1 3</a>  Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak</a> R  (Dist 14)	Transportation bonds: highway, street, and road projects. 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 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.	Senate	Oppose	Prohibits new bond sales for High Speed Rail, except for funding of bookend projects and Connectivity Program projects.  Further, unspent bonds already sold would be used to retire existing Prop 1A high speed bond debt.  The effect of this bill would be to halt the High Speed Rail project, even though desirable regional projects would be left untouched.
<a href="#">SBX1 4</a>  Amended: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
<a href="#">SBX1 5</a>  Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Assembly Desk	Watch	Special session spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.

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<a href="#">SBX1 6</a>  Introduced: 7/13/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner R</a>  (Dist 21)	Greenhouse Gas Reduction Fund: transportation expenditures. Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.	Senate	Oppose	Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads.
<a href="#">SBX1 7</a>  Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a>  (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate.  Bill is the same as ABX1 8 (Chiu).
<a href="#">SBX1 8</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a>  (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1)transit capitol (2) transit operation.  Bill is the same as ABX1 7 (Nazarian).



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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SBX1 9</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Moorlach</a> R  (Dist 37)	Department of Transportation. Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other current laws.	Senate	Watch	The most prominent element of this bill would be to mandate that Caltrans contract with qualified private entities for architectural and engineering services for a minimum of 50% of the total annual value of these services with respect to public works of improvements undertaken by Caltrans.
<a href="#">SBX1 10</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates</a> R  (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.
<a href="#">SBX1 11</a>  Amended: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill</a> R  (Dist 8)	Environmental quality: transportation infrastructure. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions.	Senate Transportation and Infrastructure Development	Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road "footprint".

**San Francisco County Transportation Authority**

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SBX1 12</a>  Amended: 8/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner</a> R  (Dist 21)	California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	Re-establishes independence of CTC from the Transportation Agency.
<a href="#">SBX1 13</a>  Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak</a> R  (Dist 14)	Office of the Transportation Inspector General. Would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	Senate Appropriations	Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and High Speed Rail Authority.
<a href="#">SBX1 14</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</a> R  (Dist 12)	Transportation projects: comprehensive development lease agreements. 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. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Senate Transportation and Infrastructure Development	Watch	Extends current public-private partnership law indefinitely.
<a href="#">SCA 5</a>  Amended: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock</a> D  (Dist 9)	Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.	Senate Governance and Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.

**San Francisco County Transportation Authority**

**February 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SCAX11</a>  Introduced: 6/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff</a> R  (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	Intended to protect new revenues generated by new transportation taxes or fees.

**Total Measures: 109**

**Total Tracking Forms: 109**

Attachment:

1. Budget Comparison Table

**Attachment 1: Comparison of Revenue and Expenditure Increases in Transportation Funding Proposals**

February 4, 2016

	<b>Governor’s Budget 2016/17<sup>1</sup></b>	<b>AB 1591 (Frazier)<sup>2</sup></b>	<b>SB x1-1 (Beall)<sup>3</sup></b>
Key Elements & Areas of Focus	<ul style="list-style-type: none"> <li>• Combination of new revenue sources and adjustments to existing revenue sources</li> <li>• Includes Additional Cap and Trade auction proceeds, accelerated loan repayments, and Caltrans efficiencies</li> <li>• New revenue focused primarily on “fix it first” investments to repair local roads and state highways and bridges</li> <li>• Includes measures to improve performance, accountability, and efficiency at Caltrans</li> <li>• Includes Constitutional protections for new revenues to be split evenly between state and local priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Combination of new revenue sources and adjustments to existing revenue sources</li> <li>• Includes Additional Cap and Trade auction proceeds, accelerated loan repayments</li> <li>• New revenue focused heavily on trade corridor improvements, relieving congestion along trade corridors</li> <li>• Restores truck weight-fee revenues to transportation; prohibits their use to fund debt service on general obligation bonds</li> </ul>	<ul style="list-style-type: none"> <li>• Combination of new revenue sources and adjustments to existing revenue sources</li> <li>• Includes accelerated loan repayments</li> <li>• New revenues focus heavily on road rehabilitation and maintenance</li> <li>• Includes Caltrans efficiency improvements without including revenues in funding plan</li> </ul>
Transit / Bike / Pedestrian Funding	<ul style="list-style-type: none"> <li>• Includes one-time funding from Cap and Trade proceeds for transit and Complete Streets projects</li> <li>• Stabilizing the State Transportation Improvement Program (STIP) helps San Francisco fund its transit priorities sooner</li> </ul>	<ul style="list-style-type: none"> <li>• Dedicates a percentage of Cap and Trade proceeds to transit moving forward</li> <li>• Stabilizing the State Transportation Improvement Program (STIP) helps San Francisco fund its transit priorities sooner</li> </ul>	<ul style="list-style-type: none"> <li>• Stabilizing the State Transportation Improvement Program (STIP) helps San Francisco fund its transit priorities sooner</li> <li>• STIP and State Highway Operation and Protection Program (SHOPP) capital projects must address bike and pedestrian access unless excluded</li> </ul>
Anticipated Total Revenues	<ul style="list-style-type: none"> <li>• <b>\$3.1 billion annually</b> and</li> <li>• \$1.379 billion one-time funds</li> </ul>	<ul style="list-style-type: none"> <li>• <b>\$7.01 billion annually</b> and</li> <li>• \$879 million one-time funds</li> </ul>	<ul style="list-style-type: none"> <li>• <b>\$4.334 billion annually</b> and</li> <li>• \$879 million one-time funds</li> </ul>
Summary of Proposed New Revenue Sources	<ul style="list-style-type: none"> <li>• Stabilize Gasoline Excise Tax (\$500 million)</li> <li>• Diesel Excise Tax increase by 11 cents per gallon (\$500 million)</li> <li>• Vehicle Registration Fee increase by \$65 for all vehicles, including hybrid/electric (\$2 billion)</li> <li>• Cap and Trade, one-time funds (\$500 million)</li> <li>• Caltrans Efficiencies (\$100 million)</li> <li>• Accelerated loan repayments (\$879 million)</li> </ul>	<ul style="list-style-type: none"> <li>• Gasoline Excise Tax increase by 22.5 cents per gallon (\$3.3 billion)</li> <li>• Diesel Excise Tax increase by 30 cents per gallon (\$840 million)</li> <li>• Vehicle Registration Fee increase by \$38 for all vehicles, including hybrid/electric (\$1.254 billion)</li> <li>• Electric Vehicle Fee of \$165 (\$16 million)</li> <li>• Cap and Trade (\$600 million)</li> <li>• Truck Weight Fee restoration (\$1 billion)</li> <li>• Accelerated loan repayments (\$879 million)</li> </ul>	<ul style="list-style-type: none"> <li>• Gasoline Excise Tax increase by 12 cents per gallon (\$1.752 billion)</li> <li>• Diesel Excise Tax increase by 22 cents per gallon (\$572 million)</li> <li>• Vehicle Registration Fees increase by \$70 for all vehicles (\$135 for hybrid/electric vehicles) (\$2 billion)</li> <li>• Electric Vehicle Fee of \$100 (\$10 million)</li> <li>• Accelerated loan repayments (\$879 million)</li> </ul>

**Attachment 1: Comparison of Revenue and Expenditure Increases in Transportation Funding Proposals**

February 4, 2016

	<b>Governor’s Budget 2016/17<sup>1</sup></b>	<b>AB 1591 (Frazier)<sup>2</sup></b>	<b>SB x1-1 (Beall)<sup>3</sup></b>
Accelerated Loan Repayments from State General Fund	<ul style="list-style-type: none"> <li>• \$879 million one-time funding</li> <li>• Accelerated over next four years</li> <li>• Revenue to be directed as follows:                             <ul style="list-style-type: none"> <li>○ \$132 million for highway maintenance and rehab</li> <li>○ \$265 million additional for the Cap and Trade Transit &amp; Intercity Rail Capital (TIRC) Program</li> <li>○ \$334 million for Trade Corridor Investment Fund Program</li> <li>○ \$148 million for projects in the Traffic Congestion Relief Program</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• \$879 million one-time funding</li> <li>• Accelerated over next four years</li> <li>• Revenue to be sent directly to cities and counties for repairs to local roads, by existing formula</li> </ul>	<ul style="list-style-type: none"> <li>• \$879 million one-time funding</li> <li>• Accelerated over next three years</li> <li>• Revenue to directed to road maintenance and rehabilitation within the State Transportation Fund</li> </ul>
Gasoline Excise Tax	<ul style="list-style-type: none"> <li>• \$500 million anticipated annual revenue</li> <li>• Sets tax beginning in 2017-18 at the historical average of 18 cents per gallon</li> <li>• Adjusted annually for inflation to maintain purchasing power thereafter, eliminating current annual adjustments tied to gas prices and maintaining purchasing power</li> <li>• Revenues would stabilize the State Transportation Improvement Program (STIP), preventing project delay</li> </ul>	<ul style="list-style-type: none"> <li>• \$3.3 billion anticipated annual revenue</li> <li>• Increases tax by 22.5 cents per gallon</li> <li>• Indexed using the Consumer Price Index every three years (rather than adjusted)</li> <li>• Revenue would stabilize the STIP, with remaining revenue split 50/50 between state &amp; local agencies, by existing formula</li> <li>• Nominal portion set aside to encourage state-local partnerships</li> </ul>	<ul style="list-style-type: none"> <li>• \$1.752 billion anticipated annual revenue</li> <li>• Increases tax by 12 cents per gallon</li> <li>• Indexed using the Consumer Price Index every 3 years (rather than adjusted)</li> <li>• Revenue split 50/50 between state &amp; local agencies, by existing formula</li> </ul>
Diesel Excise Tax	<ul style="list-style-type: none"> <li>• \$500 million anticipated annual revenue</li> <li>• Increases tax by 11 cents per gallon</li> <li>• Adjusted annually for inflation</li> <li>• Revenue directed towards State Transportation Fund</li> </ul>	<ul style="list-style-type: none"> <li>• \$840 million anticipated annual revenue</li> <li>• Increases tax by 30 cents per gallon</li> <li>• Indexed using the Consumer Price Index every three years (rather than adjusted)</li> <li>• Revenue directed to Trade Corridors Improvement Fund</li> </ul>	<ul style="list-style-type: none"> <li>• \$572 million anticipated annual revenue</li> <li>• Increases tax by 22 cents per gallon</li> <li>• Indexed using the Consumer Price Index every three years (rather than adjusted)</li> <li>• Revenue directed to Trade Corridors Improvement Fund</li> </ul>
Cap & Trade	<ul style="list-style-type: none"> <li>• \$500 million total one-time additional proceeds</li> <li>• \$100 million directed to a new Low Carbon Road Program (Complete Streets)</li> <li>• Additional \$400 million directed to the TIRC Program</li> </ul>	<ul style="list-style-type: none"> <li>• \$600 million total additional annual proceeds, or 30% additional Cap and Trade proceeds; dollar amount may increase in out-years with increased auction proceeds</li> <li>• Additional \$400 million, directed to the Trade Corridors Improvement Fund (major freight corridors)</li> <li>• Additional \$200 million, directed to the Transit and Intercity Rail Capital Program</li> </ul>	<ul style="list-style-type: none"> <li>• No new Cap and Trade fund programming proposed</li> </ul>

**Attachment 1: Comparison of Revenue and Expenditure Increases in Transportation Funding Proposals**

February 4, 2016

	<b>Governor’s Budget 2016/17<sup>1</sup></b>	<b>AB 1591 (Frazier)<sup>2</sup></b>	<b>SB x1-1 (Beall)<sup>3</sup></b>
Vehicle Registration Fee	<ul style="list-style-type: none"> <li>• \$2 billion anticipated annual revenue</li> <li>• Increases fee by \$65 annually, including hybrids and electrics</li> <li>• Revenue directed to road maintenance and rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• \$1.254 billion anticipated annual revenue</li> <li>• Increases fee by \$38 annually, including hybrids and electrics</li> <li>• Revenue directed to road maintenance and rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• \$2 billion anticipated annual revenue</li> <li>• Increases annual fees for all vehicles, including hybrids and electrics: \$35 vehicle registration fee; \$35 road access charge (\$100 for hybrids and electrics, see below)</li> <li>• Revenue directed to road maintenance and rehabilitation</li> </ul>
Electric Vehicle Surcharge	<ul style="list-style-type: none"> <li>• No surcharge proposed for electric vehicles; instead increases registration fees on all vehicles (including electric) by \$65</li> </ul>	<ul style="list-style-type: none"> <li>• \$16 million anticipated annual revenue</li> <li>• New \$165 surcharge imposed on electric vehicles (may be delayed until second year of ownership and thereafter) (hybrid and electric vehicles are also subject to the \$38 increase in registration fees)</li> <li>• Revenue directed to road maintenance and rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• \$10 million anticipated annual revenue</li> <li>• New \$100 road access charge imposed on electric vehicles (hybrid and electric vehicles are also subject to the \$35 increase in registration fees)</li> </ul>
Weight Fee Revenues	<ul style="list-style-type: none"> <li>• Weight fee revenues remain able to be transferred from the State Highway Account to Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account used to pay for debt service on transportation general obligation bonds</li> </ul>	<ul style="list-style-type: none"> <li>• \$1 billion anticipated annual revenue</li> <li>• Restores to State Highway Account to be directed towards improvements to freight corridors</li> <li>• Prohibits transfer of weight fee revenues from state highway account to funds or accounts used to pay for debt service on transportation general obligation bonds</li> </ul>	<ul style="list-style-type: none"> <li>• Weight fee revenues remain able to be transferred from the State Highway Account to Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account used to pay for debt service on transportation general obligation bonds</li> </ul>
Caltrans Efficiencies	<ul style="list-style-type: none"> <li>• \$100 million annually</li> <li>• Includes variety of reforms and efficiencies at Caltrans to streamline project delivery and advance projects more quickly</li> </ul>	<ul style="list-style-type: none"> <li>• No Caltrans reforms or efficiencies proposed</li> </ul>	<ul style="list-style-type: none"> <li>• Requires Caltrans to propose 30% increase in efficiency over the prior three years</li> <li>• Savings will increase funding for road maintenance and repair</li> </ul>

<sup>1</sup> Governor Brown’s Transportation Funding Plan: <http://www.transportationca.com/wp-content/uploads/2015/10/Governor-Browns-Transportation-Funding-Plan.pdf>

<sup>2</sup> Assembly Bill No. 1591 (Frazier) Transportation funding: [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160AB1591](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB1591)

<sup>3</sup> Senate Bill No. x1-1 (Beall) Transportation funding: [http://leginfo.legislature.ca.gov/faces/billAnalysisClient.xhtml?bill\\_id=201520161SB1](http://leginfo.legislature.ca.gov/faces/billAnalysisClient.xhtml?bill_id=201520161SB1)