

## San Francisco County Transportation Authority

October 2015

### Bills of Interest

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

Staff is not recommending any new positions this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a>  Chaptered: 9/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo</a> D  (Dist 30)	Community revitalization authority. Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization.	Assembly Chaptered	Watch	The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</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 2 year	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.
<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 2 year	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
<a href="#">AB 8</a>  Chaptered: 9/28/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto</a> D  (Dist 43)	Emergency services: hit-and-run incidents. Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would authorize the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Chaptered	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.

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<a href="#">AB 23</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</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 2 Year	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 2 year	Watch	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.
<a href="#">AB 28</a>  Chaptered: 10/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu</a> D  (Dist 25)	Bicycle safety: rear lights. Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red reflector or a solid or flashing red light with a built-in reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.	Assembly Chaptered	Watch	This is a new approach to bike safety that, as amended, would authorize bicyclists to have a solid or flashing red light in place of a reflector.

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<a href="#">AB 35</a>  Vetoed: 10/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (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.	Vetoed	Support	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.
<a href="#">AB 40</a>  Chaptered: 10/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a>  (Dist 19)	Toll bridges: pedestrians and bicycles. Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would, until January 1, 2021, prohibit a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges.	Assembly Chaptered	Support	This measure would prohibit the toll bridge from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks through 2021.
<a href="#">AB 61</a>  Amended: 4/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis R</a>  (Dist 72)	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 2 year	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.
<a href="#">AB 156</a>  Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a>  (Dist 31)	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	Oppose	This bill requires the Air Resources Board (ARB) to include technical assistance funds to assist disadvantaged and low-income communities in its AB 32 Greenhouse Gas Reduction Fund (GGRF) Investment Plan. The Metropolitan Transportation Commission has opposed this bill as the Bay Area has very few areas classified as "disadvantaged communities" and this program would redirect funds that would otherwise be directed to other transportation programs.

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<a href="#">AB 162</a>  Chaptered: 7/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez</a> D  (Dist 52)	State highways: wrong-way driving. Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide a preliminary version of the report to specified legislative committees on or before December 1, 2015, and the final report on or before July 1, 2016.	Assembly Chaptered	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
<a href="#">AB 194</a>  Chaptered: 10/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	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 (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop HOT lanes and other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.	Assembly Chaptered	Support	The author introduced this bill for the Self-Help County Caucus to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. Amendments adopted would permit local authority, under agreement to be responsible for environmental, design and financial studies. MPO would operate the facility.
<a href="#">AB 208</a>  Chaptered: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bigelow</a> R  (Dist 5)	Vehicles: highway: lane use. Would require, on a 2-lane highway where passing is unsafe due to specified reasons, any vehicle proceeding upon the highway at a speed less than the normal speed of traffic moving in the same direction at that time, behind which 5 or more vehicles are formed in line, to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists.	Assembly Chaptered	Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following. Latest amendment uses term "roadway" to ensure the bill applies where bicyclist is on shoulder.
<a href="#">AB 212</a>  Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian</a> R  (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 2 year	Watch	This is a spot bill for which the author has not disclosed his intentions.

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<a href="#">AB 227</a>  Amended: 4/15/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo</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 2 year	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
<a href="#">AB 239</a>  Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher</a> R  (Dist 3)	Greenhouse gases: regulations. Would prohibit the State Air Resources Board, on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly 2 year	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
<a href="#">AB 313</a>  Chaptered: 9/22/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins</a> D  (Dist 78)	Enhanced infrastructure financing districts. Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Chaptered	Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
<a href="#">AB 318</a>  Amended: 6/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau</a> D  (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.
<a href="#">AB 378</a>  Introduced: 2/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin</a> D  (Dist 22)	State Highway 101 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 declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly 2 year	Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor.

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<a href="#">AB 457</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez</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 2 year	Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
<a href="#">AB 464</a>  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	Support	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.
<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 2 year	Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
<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 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 (ILP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.  This bill is sponsored by the Metropolitan Transportation Commission to address bridge toll fare evasion.

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<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 2 year	Watch	Spot bill.
<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 2 year	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.
<a href="#">AB 620</a>  Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández,</a> <a href="#">Roger</a> D  (Dist 48)	High-occupancy toll lanes (HOT): exemptions from tolls. Would require the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly 2 year	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.



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<a href="#">AB 744</a>  Chaptered: 10/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a>  (Dist 49)	Planning and zoning: density bonuses. Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets specified criteria in excess of specified ratios. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within 1/2 mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	Assembly Chaptered	Support	This bill would regulate a city/county to reduce minimum parking requirements for developments near major transit stops on senior or special needs housing. City planning staff has asked for support of this bill.
<a href="#">AB 779</a>  Amended: 8/19/201 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina D</a>  (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 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 2 Year	Support	Latest amendment eliminates level of service as an element of a congestion management plan.
<a href="#">AB 828</a>  Amended: 7/14/201 <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 transportation network company vehicles from "commercial vehicle" definition under certain conditions.



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<a href="#">AB 869</a>  Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper</a> D  (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).
<a href="#">AB 877</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu</a> D  (Dist 25)	Transportation. Would expand the California Transportation Commission (CTC) 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 2 year	Watch	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.

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<a href="#">AB 886</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau</a> D  (Dist 49)	Transportation service network provider (TNSP): passenger privacy. Would prohibit a transportation service network provider, as defined, from requesting or requiring personally identifiable data, as defined, of a passenger unless the information is used for certain purposes, including establishing, maintaining, and updating a customer's account. The bill would require the transportation service network provider to provide an accountholder with an opportunity to cancel or terminate an account.	Assembly 2 year	Watch	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 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.
<a href="#">AB 902</a>  Chaptered: 9/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (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	Support	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.
<a href="#">AB 945</a>  Amended: 5/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting</a> D  (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 2 Year	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 1015</a>  Chaptered: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (Dist 50)	Parking: car share vehicles. Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program.	Assembly Chaptered	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
<a href="#">AB 1030</a>  Amended: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas</a> 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>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo</a> D  (Dist 56)	Infrastructure financing. The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Jobs, Economic Development and the Economy	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of public private partnerships.
<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 2 year	Watch	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.
<a href="#">AB 1096</a>  Chaptered: 10/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu</a> D  (Dist 17)	Vehicles: electric bicycles. Would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. The bill would require every electric bicycle manufacturer to certify that it complies with specified equipment and manufacturing requirements.	Assembly Chaptered	Watch	This bill pertains to the definition of motorized bikes.

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<a href="#">AB 1098</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</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 2 year	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the 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 2 year	Oppose	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project.
<a href="#">AB 1160</a>  Amended: 4/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper</a> R  (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 2 year	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.

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<a href="#">AB 1171</a>  Chaptered: 10/1/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R  (Dist 60)	Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways. Would authorize regional transportation agencies, as defined, to use the CM/GC project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method, and (3) the board of the regional transportation agency adopts the method in a public meeting.	Assembly Chaptered	Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway in a local sales tax expenditure plan.
<a href="#">AB 1176</a>  Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea</a> D  (Dist 31)	Vehicle 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 1236</a>  Chaptered: 10/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu</a> D  (Dist 17)	Local ordinances: electric vehicle charging stations. Would require a city, county, or city and county to approve an application for the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.	Assembly Chaptered	Watch	Subjects EV charging station to requirement that local governments approve installations.
<a href="#">AB 1250</a>  Chaptered: 10/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (Dist 50)	Vehicles: buses: axle weight. Current law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Current law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Assembly Chaptered	Watch	Sponsored by California Transit Association to provide extension of time to reconcile policy differences between local governments and transit agencies over the operation of buses that exceed state legal limits. ADA and CNG tanks added to buses pursuant to state or federal mandates may result in heavy vehicles.

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<a href="#">AB 1265</a>  Amended: 4/29/2015 <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. 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 2 year	Support	Extends public private partnership law, indefinitely. Similar bill introduced in Special Session: ABX1 - 2 (Perea) and SBX1-14 (Cannella).
<a href="#">AB 1284</a>  Chaptered: 8/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker</a> R  (Dist 16)	Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee. Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would provide that the Toll Bridge Program Oversight Committee is subject to the Bagley-Keene Open Meeting Act.	Assembly Chaptered	Watch	Subjects BATA to open meeting act requirements.
<a href="#">AB 1287</a>  Chaptered: 10/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu</a> D  (Dist 17)	Vehicles: parking violations. Current law requires San Francisco to provide to the transportation and judiciary committees of the Legislature, no later than March 1, 2015, an evaluation of the effectiveness and impact on privacy of video imaging parking violations occurring in transit-only traffic lanes if San Francisco installs automated forward-facing parking control devices on city-owned public transit vehicles for that purpose. This bill would delete obsolete provisions requiring the evaluation and would also delete the repeal date for San Francisco's authority to install the parking control devices, thereby extending the operation of those provisions indefinitely.	Assembly Chaptered	Support	Grants city of San Francisco extended authority to install cameras for enforcement of parking and HOV violations.
<a href="#">AB 1335</a>  Amended: 6/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins</a> D  (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.

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<a href="#">AB 1336</a>  Amended: 3/26/201 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas</a> D  (Dist 32)	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 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 a minimum of 25% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities. This bill instead would require a minimum of 40% of the available moneys in the fund to be allocated to projects that provide benefits to disadvantaged communities.	Assembly 2 year	Oppose	The author seeks to increase the amount of cap and trade funds available for the various ongoing cap and trade programs to disadvantaged communities from 25% in current law, to 40%.  MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed.
<a href="#">AB 1360</a>  Amended: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting</a> D  (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.
<a href="#">AB 1364</a>  Introduced: 2/27/201  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R  (Dist 60)	California Transportation Commission. Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly 2 year	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.
<a href="#">AB 1384</a>  Introduced: 2/27/201  <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 make a technical, nonsubstantive change to this limitation on contributions.	Assembly 2 year	Watch	Spot bill relating to fiscal relationship between BATA and MTC.



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<a href="#">AB 1422</a>  Chaptered: 10/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper</a> D  (Dist 9)	Transportation network companies (TNCs). Would provide that a TNC is eligible and required to participate in the Department of Motor Vehicles' pull-notice system to regularly check the driving records of a participating driver regardless of whether the participating driver is an employee or an independent contractor of the transportation network company. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Chaptered	Watch	The bill requires transportation network companies to participate in the Department of Motor Vehicles pull-notice system to regularly check the driving record of a participating driver.  Similar to AB 24 (Nazarian).
<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 2 year	Watch	Spot bill pertaining to toll highways.
<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</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: 7/16/201 <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.
<a href="#">ABX1 7</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a>  (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).

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<a href="#">ABX1 8</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (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	Support	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 D</a>  (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.
<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 megainfrastructure projects.
<a href="#">ABX1 13</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a>  (Dist 34)	Greenhouse Gas Reduction Fund: streets and highways. This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 50% of the annual proceeds of the Greenhouse Gas Reduction Fund, with 50% of that appropriation to the Department of Transportation for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes.	Assembly Print	Oppose	Continuously appropriates 50% of the annual proceeds of Cap and Trade funds, with 50% to Caltrans for maintenance of the state highway system or for projects that are part of the state highway operation and protection program, and 50% to cities and counties for local street and road purposes. Among other concerns, there is a poor nexus with state highway and local streets and roads maintenance with GHG reduction.

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<a href="#">ABX1 14</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Waldron</a> R  (Dist 75)	State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill 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	Continuously appropriates \$1 billion from the General Fund, with 50% to Caltrans for maintenance of the state highway system or to the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.
<a href="#">ABX1 15</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</a> R  (Dist 23)	State Highway Operation and Protection Program: local streets and roads: appropriation. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill 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 State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes.	Assembly Print	Watch	Reduces the current year \$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, 50% to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to cities and counties by formula for street and road purposes.

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<a href="#">ABX1 16</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</a> R  (Dist 23)	State highways: transfer to local agencies: pilot program. This bill would require the department 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. The bill would require the commission to administer and oversee the pilot program, and to select the counties that will participate in the program. The bill would require certain moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county, as specified. The bill would authorize any cost savings realized by a participating county to be used by the county for other transportation priorities. The bill would require the participating counties to report to the Legislature upon the conclusion of the pilot program.	Assembly Print	Watch	Establishes a pilot program within Caltrans, 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. Any cost savings realized by a participating county to be used by the county for other transportation priorities.
<a href="#">ABX1 17</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian</a> R  (Dist 35)	Greenhouse Gas Reduction Fund: state highway operation and protection program. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the 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	Continuously appropriates 25% of the annual Cap and Trade proceeds for projects in the state highway operation and protection program. Among other concerns such as wishing to see more cap and trade funds available for transit, this bill is intended to fund state highway rehabilitation and maintenance which has a poor nexus with GHG reduction.

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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  (Dist 60)	Vehicle weight fees: transportation bond debt service. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would 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	Watch	Prohibits truck 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.
<a href="#">ABX1 19</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R  (Dist 60)	California Transportation Commission. Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Assembly Print	Watch	Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government.

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<a href="#">ABX1 20</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines</a> R  (Dist 6)	State government: elimination of vacant positions: transportation: appropriation. Existing 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. Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects. This bill would continuously appropriate \$685,000,000 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 would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. It would also continuously appropriate \$685,000,000 from the General Fund, with 50% to be made available to Caltrans for maintenance of the state highway system or for purposes of the state highway operation and protection program, and 50% to be made to cities and counties by a specified formula for street and road purposes.
<a href="#">ABX1 21</a>  Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Olberholte</a> R  (Dist 30)	Environmental quality: highway projects. 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 on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. The bill would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.	Assembly Print	Watch	Prohibits a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it finds an imminent threat to health/safety or unforeseen ecological values that would be harmed.



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<a href="#">ACA 4</a>  Amended: 8/17/201 <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 2 Year	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
<a href="#">SB 1</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines</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 2 Year	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 2 Year	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 2 year	Watch	Formerly a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.

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<a href="#">SB 9</a>  Chaptered: 10/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program. Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety.	Senate Chaptered	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to address large-scale transit projects that promote a direct connection to the state's High Speed Rail System. Amended to delete requirement that 90% of funds are for large projects that cost more than \$100 million.
<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 / 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 \$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).
<a href="#">SB 34</a>  Chaptered: 10/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill</a> D  (Dist 13)	Automated license plate recognition systems: use of data. Would impose specified requirements on an "ALPR operator" as defined, including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. The bill would impose similar requirements on an "ALPR end-user," as defined. This bill contains other related provisions and other existing laws.	Senate Chaptered	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

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<a href="#">SB 39</a>  Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley</a> D  (Dist 27)	Vehicles: high-occupancy vehicle (HOV) 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). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to 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. The Transportation Budget Trailer Bill, AB 95, increased the number of decals from 70,000 to 85,000.
<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 (HOV) 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 2 year	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
<a href="#">SB 64</a>  Chaptered: 10/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu</a> D  (Dist 25)	California Transportation Plan. The California Transportation Commission is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.	Senate Chaptered	Watch	The bill seeks an independent review of Caltrans' 2015 California Transportation Plan and designates the CTC to prepare recommendations for statewide integrated multimodal transportation system improvements.
<a href="#">SB 154</a>  Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff</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 2 year	Watch	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 2 year	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in LA county.

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<a href="#">SB 166</a>  Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a>  (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 2 year	Watch	CEQA spot bill.
<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 2 year	Watch	The bill originally mandated that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel. Amended to require a study by CHP of helmet use.
<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 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 California Transportation Commission (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 2 year	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 413</a>  Chaptered: 10/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wieckowski</a> D  (Dist 10)	Public transit: prohibited conduct. Current law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing unreasonably loud sound equipment on or in a public transportation system facility or vehicle.	Senate Chaptered	Support - if Amended	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons. SFMTA has requested our support for this bill to decriminalize youth fare evasion.  Adopted a support if amended position with direction to seek an amendment to provide relief for minors from having infractions on their permanent records, which was a concern for Finance Committee members in May. However, the bill clearly does not provide for relief for minors from records.
<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	Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.

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<a href="#">SB 508</a>  Chaptered: 10/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funds: transit operators: pedestrian safety. Would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index.	Senate Chaptered	Watch	Updates decades-old mass transit program efficiency standards. Sponsored by California Transit Association.
<a href="#">SB 516</a>  Chaptered: 10/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fuller</a> R  (Dist 16)	Transportation: motorist aid services. Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.	Senate Chaptered	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
<a href="#">SB 564</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</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.
<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 2 year	Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.

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<a href="#">SB 632</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</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 2 year	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
<a href="#">SB 698</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</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 2 year	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.
<a href="#">SB 782</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen</a> D  (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 2 year	Watch	This is a spot bill that is intended to streamline state highway relinquishments.



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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/ 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.  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.  This bill is similar 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.

**San Francisco County Transportation Authority**

**October 2015**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<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.
<a href="#">SBX1 6</a>  Introduced: 7/13/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner</a> R  (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 (CTC) 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 with a greatly reduced amount for transit.

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<a href="#">SBX1 7</a>  Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen</a> D  (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</a> D  (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).
<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 for allocation to county projects.

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<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.
<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. Would exclude the California Transportation Commission 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	Support	Extends current public private partnership law indefinitely.  Similar to AB 1265 (Perea) and ABX1 2 (Perea).

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<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 & Finance	Support	Would specify that the voter approval requirement is 55% for local government special taxes.
<a href="#">SCAX1 1</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: 111**

**Total Tracking Forms: 111**