

**San Francisco County Transportation Authority
March 2016**

New Bills and Recommended Positions

To view documents associated with the bill, click the bill number link.

Additional detail on bills for which we are recommending a new position, as well as for new bills which we recommend watching (see next page), are highlighted in the attached state legislative matrix.

| Recommended Positions | Bill # Author | Keywords and Comments |
|-----------------------------------|--|---|
| Change from Oppose to Watch | AB 1550 Gomez D | Greenhouse gases: investment plan: disadvantaged communities (DACs). Following input from the Finance Committee last month, we recommend changing our position to watch and will work with the State to seek a change to its DAC definition which does not adequately reflect the DACs of San Francisco. |
| Support | AB 1677 Ting D | Vehicles: tour buses: safety inspections. Permits local agencies to perform inspections on tour buses under the guidance of California Highway Patrol. |
| Oppose | AB 1768 Gallagher R | Bonds: transportation. Would effectively terminate state bond funding for high speed rail. |
| Oppose | AB 1866 Wilk R | High-speed rail (HSR) bond proceeds: redirection: water projects. Essentially brings the HSR Project to an end by transferring bond funds to other projects. |
| Support | AB 1886 McCarty D | California Environmental Quality Act (CEQA): transit priority projects. This bill expands CEQA exemption to projects where no more than 50% of their area is farther than 1/2 mile from a high quality transit corridor or major transit stop. |
| Oppose | AB 1964 Bloom D | High-occupancy vehicle (HOV) lanes: vehicle exceptions. This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes. |
| Support | AB 2034 Salas D | Department of Transportation: environmental review process: federal program. Extends indefinitely the delegation of National Environmental Protection Act oversight to Caltrans. |
| Oppose | AB 2049 Melendez R | Bonds: transportation. Effectively brings the high speed rail program to an end. |
| Support | AB 2126 Mullin D | Public contracts: Construction Manager/General Contractor (CM/GC) contracts. Extends the authority for Caltrans to use CM/GC procurements from 6 to 12 projects on the state highway system. |
| Support | AB 2289 Frazier D | Department of Transportation: capital improvement projects. Adds capital projects to improve highway operation as eligible for use of state highway funds. |
| Sponsor/ Support | AB 2374 Chiu D | Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: ramps. Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to Phase 2 of the Yerba Buena Island Ramps project. |
| Support | SB 1066 Beall D | Transportation funds: fund estimates. Adds new federal transportation funds to revenues that must be included in the fund estimate for the State Transportation Improvement Program. |
| Support | SB 1128 Glazer D | Commute benefit policies. Extends the commute benefits ordinance authority for the Metropolitan Transportation Commission and the Bay Area Air Quality Management District indefinitely. |

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| Recommended Positions | Bill # Author | Keywords and Comments |
|-----------------------|---|---|
| Oppose | SB 1259 Runner R | Vehicles: toll payment: veterans. Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an oppose position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue. |

Total New Recommended Positions: 14

New Bills to Watch

We propose to watch the following new bills, and will recommend a support or oppose position in the future if it becomes appropriate. See attached legislative matrix for additional detail on the bills below.

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|-------------------------------------|---------------------------------------|-------------------------------------|
| AB 1592 (Bonilla) | AB 1746 (Stone, Mark) | AB 1780 (Medina) |
| AB 1813 (Frazier) | AB 1815 (Alejo) | AB 1818 (Melendez) |
| AB 1833 (Linder) | AB 1889 (Mullin) | AB 1938 (Baker) |
| AB 1982 (Bloom) | AB 2014 (Melendez) | AB 2090 (Alejo) |
| AB 2170 (Frazier) | AB 2222 (Holden) | AB 2332 (Garcia, E) |
| AB 2343 (Garcia, C) | AB 2355 (Dababneh) | AB 2411 (Frazier) |
| AB 2452 (Quirk) | AB 2509 (Ting) | AB 2742 (Nazarian) |
| AB 2783 (Garcia, E) | AB 2796 (Low) | AB 2847 (Patterson) |
| AB 2857 (Chu) | SB 344 (Manning) | SB 773 (Allen) |
| SB 902 (Cannella) | SB 903 (Nguyen) | SB 986 (Hill) |
| SB 998 (Wieckowski) | SB 1141 (Moorlach) | SB 1208 (Bates) |
| SB 1320 (Runner) | | |

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Bills of Interest

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

The Finance Committee is recommending a **new support/sponsor position** on Assembly Bill (AB) 2374 (Chiu), **new support positions** on AB 1677 (Ting), AB 1886 (McCarty), AB 2034 (Salas), AB 2126 (Mullin), AB 2289 (Frazier), Senate Bill (SB) 1066 (Beall), and SB 1128 (Glazer); **new oppose positions** on AB 1768 (Gallagher), AB 1866 (Wilk), AB 1964 (Bloom), AB 2049 (Melendez), and SB 1259 (Runner); and **changing an oppose position to a watch position** on AB 1550 (Gomez).

| Bill # | Author | Description | Status | Position | Comments |
|---|--|---|---------------|---|--|
| AB 6 Introduced: 12/1/2014 pdf html | Wilk R (Dist 38) | Bonds: transportation: school facilities. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election. | Assembly Dead | New - Recommend Delete from Matrix | 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. The SFCTA board previously held an oppose position to this bill. |
| AB 23 Introduced: 12/1/2014 pdf html | Patterson R (Dist 23) | California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. | Assembly Dead | New - Recommend Delete from Matrix | 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. The SFCTA board previously held an oppose position to this bill. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|-----------------------------------|----------|--|
| AB 318 Amended: 6/11/2015 pdf html | Chau 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. |
| AB 516 Amended: 7/16/2015 pdf html | Mullin D (Dist 22) | Vehicles: temporary license plates. Would require the Department of Motor Vehicles (DMV) to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws. | Senate Third Reading | Support | This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser. MTC has adopted a support position on this bill. |
| AB 620 Amended: 1/27/2016 pdf html | Hernández, Roger D (Dist 48) | High-occupancy toll lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority (LACMTA) to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws. | Senate Transportation and Housing | Watch | Expands LACMTA authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income. Amended to allow LACMTA flexibility in providing low income assistance. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|-----------------------|--------------------------|--|
| AB 779 Amended: 8/19/2015 pdf html | Garcia, Cristina D (Dist 58) | Transportation: congestion management program. Would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service (LOS) standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. | Senate Appropriations | Support Work with Author | Latest amendment eliminates LOS as an element of a congestion management plan. |
| AB 828 Amended: 7/14/2015 pdf html | Low D (Dist 28) | Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws. | Senate 2 year | Watch | Amended to exclude TNC vehicles from "commercial vehicle" definition under certain conditions. MTC has adopted a support position on this bill. |
| AB 869 Amended: 6/18/2015 pdf html | Cooper 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). |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|-----------------------|---|--|
| AB 945 Amended: 5/20/2015 pdf html | Ting 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 Dead | New - Recommend Delete from Matrix | 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. Amendments apply the exemption only on state, not local, sales taxes. The Bay Area Air Quality Management District has adopted a support position. |
| AB 1030 Amended: 7/7/2015 pdf html | Ridley-Thomas 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. |
| AB 1176 Amended: 8/18/2015 pdf html | Perea D (Dist 31) | Vehicular air pollution. Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill contains other related provisions. | Senate Appropriations | Watch | Creates the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities. MTC opposes this and other bills to dedicate cap and trade funds to disadvantaged communities on the basis that the methodology to determine "disadvantaged communities" is flawed. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|-----------------------------------|------------------------------------|---|
| AB 1335 Amended: 6/3/2015 pdf html | Atkins 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 Dead | New - Recommend Delete from Matrix | 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. The SFCTA board previously held a support position on this bill. |
| AB 1360 Amended: 7/2/2015 pdf html | Ting 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. MTC has adopted a support position on this bill. |
| AB 1364 Introduced: 2/27/2015 pdf html | Linder R (Dist 60) | California Transportation Commission (CTC). Current law vests the CTC with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes. | Senate Transportation and Housing | Watch | Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy. This bill is similar to ABX1 19 (Linder), SB 1320 (Runner) and SBX1 12 (Runner). |

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

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|---------------------------------------|-----------------|--|
| AB 1574 Introduced: 1/4/2016 pdf html | Chiu D (Dist 17) | Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles to notify the Public Utilities Commission (PUC) when a charter-party carrier of passengers or a passenger stage corporation first registers a bus, limousine, or modified limousine with the department, and to provide information to the PUC that will allow the PUC to identify the vehicle. The bill would require the PUC, with respect to those newly registered buses, limousines, or modified limousines, to ensure that the vehicles meet all statutory and regulatory requirements for safe operation. The bill, upon the PUC becoming aware of a bus, limousine, or modified limousine of a charter-party carrier of passengers or a passenger stage corporation that has not been reported to the commission by the carrier or corporation, would require the PUC to immediately take steps to require the carrier or corporation to update its reporting of vehicles to the PUC and to request the Department of the California Highway Patrol (CHP) to conduct a safety inspection of the vehicle. The bill would prohibit use of such a bus, limousine, or modified limousine to transport passengers in the absence of securing a satisfactory rating from the CHP812, and would authorize a law enforcement agency to impound a bus, limousine, or modified limousine operated in violation of this provision. | Assembly Utilities and Commerce | Support | The bill seeks to ensure that buses are inspected under safe criteria by requiring DMV to notify the PUC when a bus company first registers the vehicle. In the event there is not a satisfactory rating, the bill prohibits the use of the bus. |
| AB 1591 Introduced: 1/6/2016 pdf html | Frazier D (Dist 11) | Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws. | Assembly Transportation | Support | New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Intercity Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|----------------------------|-----------------------------|---|
| AB 1592 Introduced 1/6/2016 pdf html | Bonilla D (Dist 14) | Autonomous vehicles: pilot project. This bill would authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. | Assembly Transportation | New – Recommend Watch | The Contra Costa Transportation Authority (CCTA) is working with a local business park to implement a pilot program that would rely on a driverless shuttle service to provide internal circulation. Due to incidental crossing of public streets, the pilot program requires relief from the state’s autonomous vehicle laws and regulations, which require a driver in the vehicle. CCTA has developed a test bed for connected and autonomous vehicles at the Concord Naval Weapons Station (the GoMentum Station). This bill would permit CCTA to operate driverless vehicles there. |
| AB 1641 Introduced: 1/11/2016 pdf html | Allen, Travis R (Dist 72) | Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers. | Assembly Transportation | Oppose | This bill replaces AB61 by same author to address the shuttle services' use of transit stops. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|----------------------------|-------------------------------|--|
| AB 1659 Introduced: 1/13/2016 pdf html | Rodriguez D (Dist 52) | Vehicles: prima facie speed limits: schools. Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. This bill contains other related provisions and other existing laws. | Assembly Transportation | Watch | This bill expands limited speed (15 mph) zone to 1/4 mile of a school. |
| AB 1677 Introduced: 1/19/2016 pdf html | Ting D (Dist 19) | Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol to develop protocols, in consultation with representatives of local government, to allow for the inspection of tour buses by a designated local agency of the local jurisdiction in which the tour bus operates, and would require these protocols to include, at a minimum, a requirement that, upon completion of an inspection of a tour bus, the designated local agency report its findings to the Public Utilities Commission. The bill would provide that any inspection conducted by a designated local agency pursuant to these protocols shall be in addition to, and not in lieu of, any other inspection requirements imposed under law. | Assembly Transportation | New – Recommend Support | Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP. |
| AB 1725 Introduced: 1/28/2016 pdf html | Wagner R (Dist 68) | Vehicles: automated traffic enforcement systems. Would require a driver facing a steady circular red signal alone at a freeway or highway onramp signal, to stop at a marked limit line, but if none, before the signal, and to remain stopped until an indication to proceed is shown. The bill would make a violation of this requirement an infraction punishable by a fine of \$50. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Assembly Transportation | Watch | Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|---|-------------------------|------------------------|--|
| AB 1746 Introduced: 2/2/2016 pdf html | Stone, Mark D (Dist 29) | Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements. | Assembly Transportation | New - Recommend Watch | Expands current authority for transit buses to operate on highway shoulders to 6 entities including AC Transit, County Connection (Contra Costa County) and VTA. |
| AB 1768 Introduced: 2/3/2016 pdf html | Gallagher R (Dist 3) | Bonds: transportation. 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. | Assembly Transportation | New - Recommend Oppose | Would effectively terminate state bond funding for high-speed rail. |
| AB 1780 Introduced: 2/3/2016 pdf html | Medina D (Dist 61) | Greenhouse Gas Reduction Fund: Sustainable Trade Corridors Program. Would, beginning in the 2016-17 fiscal year, continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission for the Sustainable Trade Corridors Program, which the bill would establish, thereby making an appropriation. | Assembly Transportation | New - Recommend Watch | Establishes a new dedication of 25% of cap and trade funding to a new trade corridor program. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|----------------|-----------------------------|---|
| AB 1813 Introduced: 2/8/2016 pdf html | Frazier D (Dist 11) | High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature. | Assembly Print | New - Recommend Watch | Adds 2 new appointees to serve in an ex officio capacity on the high-speed rail authority. |
| AB 1815 Introduced: 2/8/2016 pdf html | Alejo D (Dist 30) | California Global Warming Solutions Act of 2006: disadvantaged communities. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities. This bill would require the State Air Resources Board (ARB) to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions. | Assembly Print | New - Recommend Watch | Requires the ARB to post on the internet the listing of cap and trade projects funded to benefit disadvantaged communities. |
| AB 1818 Introduced: 2/8/2016 pdf html | Melendez R (Dist 67) | Transportation funds. Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program (STIP), which is a listing of capital improvement projects. This bill would make a non-substantive change to this provision. | Assembly Print | New - Recommend Watch | This spot bill appears to address future changes to the State's STIP development process. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|----------------|------------------------|--|
| AB 1833 Introduced: 2/9/2016 pdf html | Linder R (Dist 60) | Transportation projects: environmental mitigation. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. This bill contains other related provisions and other existing laws. | Assembly Print | New - Recommend Watch | This bill is similar to a provision in the Governor's Transportation Plan that will facilitate approval of transportation projects in the CECQA analysis phase. While the Governor's plan contains a funding commitment for the Advanced Mitigation Program (AMP), this bill does not. While most local Conservation Plans have been developed utilizing local resources to fund implementation, there remains value to the concept in the bill as it compels coordination by state agencies to assist in the necessary approvals. |
| AB 1866 Introduced: 2/10/2016 pdf html | Wilk R (Dist 38) | High-speed rail bond proceeds: redirection: water 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 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. | Assembly Print | New - Recommend Oppose | Essentially brings the High-Speed Rail Project to an end by transferring bond funds to other projects. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|----------------|-------------------------|---|
| AB 1886 Introduced: 2/11/2016 pdf html | McCarty D (Dist 7) | California Environmental Quality Act (CEQA): transit priority projects. CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%. | Assembly Print | New - Recommend Support | The bill relaxes the CEQA exemption for Transit Priority projects within 1/2 mile of a transit stop by expanding the requirement that the subject parcel may have 50% of its property at a distance greater than 1/2 mile, rather than 25% of its property. |
| AB 1889 Introduced: 2/11/2016 pdf html | Mullin D (Dist 22) | Transportation funding: Caltrain. Current law provides for the creation of the Peninsula Corridor Joint Powers Board (PCJPB), which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help Caltrain obtain a dedicated source of funding. | Assembly Print | New – Recommend Watch | The bill expresses the intent to provide a legislatively-authorized source of dedicated funding for Caltrain. Bill will likely be amended soon to become a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District. |
| AB 1938 Introduced: 2/12/2016 pdf html | Baker R (Dist 16) | Toll facilities: Metropolitan Transportation Commission (MTC) Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to 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 require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification. | Assembly Print | New - Recommend Watch | Under current law, BATA may provide toll revenues and other direct contributions (e.g. personnel service, office space) to MTC to carry out BATA's functions consistent with certain limitations. This bill expands those limitations to any BATA revenues derived from bridge tolls, fees, or taxes. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|----------------|------------------------------|---|
| AB 1964 Introduced: 2/12/2016 pdf html | Bloom D (Dist 50) | High-occupancy vehicle (HOV) lanes: vehicle exceptions. Existing federal law authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. | Assembly Print | New - Recommend Oppose | This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes. |
| AB 1982 Introduced: 2/16/2016 pdf html | Bloom D (Dist 50) | Greenhouse Gas Reduction Fund: traffic signal synchronization. Current law authorizes the allocation of moneys in the Greenhouse Gas Reduction Fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect. This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour. | Assembly Print | New - Recommend Watch | Specifically authorizes that cap and trade funds may be expended on traffic signal synchronization projects. SFMTA is actively working with the author and may seek an amendment to eliminate the language requiring eligible projects to be timed to move vehicles at an average speed of 12 to 15 miles per hour. We anticipate recommending a support or support and seek amendment position next month. |
| AB 2014 Introduced: 2/16/2016 pdf html | Melendez R (Dist 67) | Freeway Service Patrol Act: workload study. Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget. | Assembly Print | New - Recommend Watch | Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|----------------|-------------------------|--|
| AB 2034 Introduced: 2/16/2016 pdf html | Salas D (Dist 32) | Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter. The bill would also delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely. | Assembly Print | New - Recommend Support | Since 2007 Caltrans has assumed federal responsibility for NEPA actions under a pilot program administered by FHWA/USDOT. This bill extends the acceptance of the delegation of authority indefinitely. |
| AB 2049 Introduced: 2/17/2016 pdf html | Melendez R (Dist 67) | Bonds: transportation. 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 I blended system. | Assembly Print | New - Recommend Oppose | Effectively brings the high-speed rail program to an end. |
| AB 2090 Introduced: 2/17/2016 pdf html | Alejo D (Dist 30) | Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation. | Assembly Print | New - Recommend Watch | Expands the use by transit agencies of cap and trade funds for bus or rail service in the face of declared fiscal emergency; the agency board must state that the funds are for use in the calendar year requested, make a finding that the reduction of transit service would increase GHG reductions due to mode shift, and state that the board would reduce or eliminate service if the funding were not provided. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|--|--|----------------|-------------------------------|---|
| AB 2126 Introduced: 2/17/2016 pdf html | Mullin D (Dist 22) | Public contracts: Construction Manager/General Contractor (CM/GC) contracts. Current law authorizes the Department of Transportation to use the CM/GC method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services. | Assembly Print | New - Recommend Support | Expands the authority for Caltrans to use CM/GC procurements from 6 to 12 projects on the state highway system. |
| AB 2170 Introduced: 2/18/2016 pdf html | Frazier D (Dist 11) | Trade Corridors Improvement Fund: federal funds. Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be deposited in the Trade Corridors Improvement Fund. | Assembly Print | New - Recommend Watch | Directs the new federal aid funds in the national freight program to the Trade Corridors account. |
| AB 2222 Introduced: 2/18/2016 pdf html | Holden D (Dist 41) | Transit passes. Would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students. | Assembly Print | New - Recommend Watch | Requires \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes. |

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|---|---|---|----------------|-------------------------|---|
| AB 2289 Introduced: 2/18/2016 pdf html | Frazier D (Dist 11) | Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a State highway operation and protection program (SHOPP) for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges. | Assembly Print | New - Recommend Support | This bill is based on a recent recommendation by the CTC in its annual report. The bill would add capital projects to improve highway operations as eligible for use of state highway funds. Examples include: lane management systems, changeable message signs, ramp meters, and similar devices and facilities specifically focused on improving operations. |
| AB 2332 Introduced: 2/18/2016 pdf html | Garcia, Eduardo D (Dist 56) | Transportation. Would, by January 1, 2018, require the California Transportation Commission (CTC) to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community (DAC) residents, as specified. | Assembly Print | New - Recommend Watch | Compels the CTC to prioritize scarce state highway funds for meeting mobility and safety needs of disadvantaged communities. We will continue to work with the state to change the definition of DACs to better match what we commonly consider to be DACs in San Francisco. |
| AB 2343 Introduced: 2/18/2016 pdf html | Garcia, Cristina D (Dist 58) | Greenhouse Gas Reduction Fund: 3-year investment plan: 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 the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community. | Assembly Print | New - Recommend Watch | Spot bill. Directs 10% of cap and trade funds to an unspecified community. |

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|---|--|---|----------------|---|--|
| AB 2355 Introduced: 2/18/2016 pdf html | Dababneh D (Dist 45) | Intercity rail services: mitigation. Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose. | Assembly Print | New - Recommend Watch | Requires Caltrans to mitigate noise along intercity rail passenger lines. |
| AB 2374 Introduced: 2/18/2016 pdf html | Chiu D (Dist 17) | Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: ramps. Current law authorizes regional transportation agencies 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. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified. | Assembly Print | New - Recommend Sponsor/ Support | Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to the Yerba Buena Island phase II, which the SFCTA is leading on behalf of the Treasure Island Development Authority. |
| AB 2411 Introduced: 2/19/2016 pdf html | Frazier D (Dist 11) | Transportation revenues. Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. | Assembly Print | New - Recommend Watch | Recaptures approximately \$45 million annually that has been dedicated to the General Fund to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|----------------|-----------------------------|---|
| AB 2452 Introduced: 2/19/2016 pdf html | Quirk D (Dist 20) | California Environmental Quality Act: judicial remedies: emissions of greenhouse gases. CEQA authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project. This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases. | Assembly Print | New – Recommend Watch | The bill prohibits a court from imposing a stay or from enjoying a transportation project, if the project is included within a Sustainable Communities Strategy (SCS) or Alternate Planning Strategy (APS) for which a metropolitan planning organization (MPO) has included in a certified SCS or APS certified Environmental Impact Report. |
| AB 2509 Introduced: 2/19/2016 pdf html | Ting D (Dist 19) | Operation of bicycles: speed. Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. This bill would require a person operating a bicycle, as described above, to ride as close as is either safe or practicable to the specified curb or roadway edge. The bill would expand the exceptions to riding as close as safe or practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways, as specified. | Assembly Print | New - Recommend Watch | Provides bike riders with more flexibility to the requirement that they ride as close to curb or roadway edge when traveling class I, II, or IV bikeways. |
| AB 2742 Introduced: 2/19/2016 pdf html | Nazarian D (Dist 46) | 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. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030. | Assembly Print | New - Recommend Watch | Extends P3 authority to 2030 from 2017. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|--|--|----------------|-----------------------|--|
| AB 2783 Introduced: 2/19/2016 pdf html | Garcia, Eduardo D (Dist 56) | Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council (SGC) to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities (AHSC) Program. This bill would require the SGC to revise the guidelines and selection criteria with respect to density requirements, as specified, and to include specified factors, including energy efficiency, in its greenhouse gas quantification methodology. | Assembly Print | New - Recommend Watch | Directs the SGC to amend its cap and trade allocation guidelines related to density requirements for affordable housing. Bill leaves intact existing density requirements, but for rural innovation program areas directs a loosening of the density to permit the projects to qualify for AHSC. |
| AB 2796 Introduced: 2/19/2016 pdf html | Low D (Dist 28) | Active Transportation Program. Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities (DACs). | Assembly Print | New - Recommend Watch | Dedicates 5% of current funding for distributing Active Transportation Program allocation for award to DACs for planning and community engagement. This bill will likely be amended to increase the minimum percentage awarded to non-infrastructure projects from 10 to 15%, and will include a new minimum award requirement of 5% of funds for planning projects. |
| AB 2847 Introduced: 2/19/2016 pdf html | Patterson R (Dist 23) | State highways: transfer to local agencies: pilot program. Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. | Assembly Print | New - Recommend Watch | Would authorize Caltrans to do a pilot program that transfers responsibility for operating and maintaining state highways to 3 counties. |

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|--|--|--|----------------|-----------------------|---|
| AB 2857 Introduced: 2/19/2016 pdf html | Chu D (Dist 25) | Transportation network companies (TNCs): delivery of commodities. Current law creates the Public Utilities Commission with various powers and duties relative to transportation, including, among other responsibilities, regulation of TNCs and those engaged in the private transportation of persons or property. This bill would declare the intent of the Legislature to enact legislation that promotes public safety and accountability for TNCs utilizing peer-to-peer mobile services to deliver commodities such as food or clothing. | Assembly Print | New - Recommend Watch | This is an "intent bill" to later draft legislation related to TNCs that deliver commodities. |
| ABX1 1 Introduced: 6/23/2015 pdf html | Alejo 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. |
| ABX1 2 Introduced: 6/25/2015 pdf html | Perea 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 SBX 1 14 (Cannella). |

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|--|--|---|-------------------------------------|-----------------|---|
| ABX1 3 Amended: 9/3/2015 pdf html | Frazier D (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. |
| ABX1 4 Introduced: 7/9/2015 pdf html | Frazier D (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. |
| ABX1 6 Introduced: 7/16/2015 pdf html | Hernández, Roger D (Dist 48) | Affordable Housing and Sustainable Communities Program. Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. | Assembly Print | Oppose | The bill would require 20% of the affordable housing program under cap and trade go to projects in rural areas. |

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

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|---|--|---|----------------|-----------------|--|
| ABX1 10 Introduced: 8/19/2015 pdf html | Levine D (Dist 10) | Public works: contracts: extra compensation. Would provide that a state entity in a mega-infrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the mega-infrastructure project, as defined, has been completed and an independent third party has verified that the mega-infrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill. | Assembly Print | Watch | Would restrict state agencies from providing extra payments to contractors on mega-infrastructure projects. |
| ABX1 13 Introduced: 8/31/2015 pdf html | Grove R (Dist 34) | Greenhouse Gas Reduction Fund: streets and highways. Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions. | Assembly Print | Oppose | The bill would reduce funds from the cap and trade for the Affordable housing and Sustainable Communities competitive grant program by half and dedicate the savings to road repair. |
| ABX1 14 Introduced: 8/31/2015 pdf html | Waldron R (Dist 75) | State Highway Operation and Protection Program: local streets and roads: appropriation. Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes. | Assembly Print | Watch | This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes. |

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| ABX1 15 Introduced: 8/31/2015 pdf html | Patterson R (Dist 23) | State Highway Operation and Protection Program (SHOPP): local streets and roads: appropriation. Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the SHOPP, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws. | Assembly Print | Watch | This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes. Would reduce Caltrans staff costs by \$500 million and seek a like amount from the State Highway Account to be dedicated for state and local road repairs. |
| ABX1 16 Introduced: 8/31/2015 pdf html | Patterson R (Dist 23) | State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county. | Assembly Print | Watch | This bill is intended to test the efficiency of Caltrans by authorizing a pilot program in which two counties would be able to assume Caltrans' responsibility for operating and maintaining highways with the county. |
| ABX1 17 Introduced: 8/31/2015 pdf html | Achadjian R (Dist 35) | Greenhouse Gas Reduction Fund: state highway operation and protection program. Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program. | Assembly Print | Oppose | This measure would seek to supplement state rehabilitation program with 25% of cap and trade resources. |

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| ABX1 18 Introduced: 8/31/2015 pdf html | Linder R (Dist 60) | Vehicle weight fees: transportation bond debt service. Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds. | Assembly Print | Oppose | This measure would seek the return of truck weight fees to state highway rehabilitation purposes. |
| ABX1 19 Introduced: 8/31/2015 pdf html | Linder R (Dist 60) | California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes. | Assembly Print | Watch | The bill re-establishes the independence of the CTC from the Administration Transportation Agency. This bill is similar to AB 1364 (Linder), SB 1320 (Runner) and SBX1 12 (Runner). |
| ABX1 20 Introduced: 8/31/2015 pdf html | Gaines, Beth R (Dist 6) | State government: elimination of vacant positions: transportation: appropriation. Current law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other current laws. | Assembly Print | Watch | This Republican Caucus measure would seek the elimination of vacant positions in state government and dedicate the funds that are freed to road repairs. |
| ABX1 21 Introduced: 8/31/2015 pdf html | Obernolte R (Dist 33) | Environmental quality: highway projects. Would prohibit a court in a judicial action or proceeding under California Environmental Quality Act (CEQA) from staying or enjoining the construction or improvement of a highway unless it makes specified findings. | Assembly Print | Watch | Extends to highway projects judicial relief from a CEQA challenge in certain cases. |

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| ABX1 25 Introduced: 1/11/2016 pdf html | Allen, Travis R (Dist 72) | Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses. | Assembly Print | Oppose | A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis). |
| ACA 4 Amended: 8/17/2015 pdf html | Frazier 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, non-substantive changes. | Assembly Appropriations Suspense File | Support | This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|--|--|---------------|---|--|
| SB 1 Introduced: 12/1/2014 pdf html | Gaines R (Dist 1) | California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. | Senate Dead | New - Recommend Delete from Matrix | This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system. Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector. |
| SB 5 Introduced: 12/1/2014 pdf html | Vidak R (Dist 14) | California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption. Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. | Senate Dead | New - Recommend Delete from Matrix | 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. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|----------------------------|---|---|
| <p>SB 16</p> <p>Amended: 6/1/2015 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>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.</p> | Senate Dead | New - Recommend Delete from Matrix | <p>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.</p> <p>Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$35 and VLF by .35%.</p> <p>Similar bill introduced in Special Session: SBX1-1 (Beall).</p> <p>The SFCTA board previously held a support and seek amendments position to this bill.</p> |
| <p>SB 39</p> <p>Amended: 4/8/2015 pdf html</p> | <p>Pavley D (Dist 27)</p> | <p>Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). 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.</p> | Assembly Transportation | Oppose | <p>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.</p> <p>Budget trailer bill was approved to accomplish this.</p> |
| <p>SB 254</p> <p>Amended: 6/2/2015 pdf html</p> | <p>Allen D (Dist 26)</p> | <p>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.</p> | Assembly 2 year | Watch | <p>This bill authorizes the CTC to relinquish portions of the state highway system to a county or city without legislative action. This process would not apply to route segments on the interregional road system in statute.</p> <p>A budget trailer bill was approved to accomplish the goals of this bill.</p> |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|-------------------------|-----------------------------|--|
| SB 321 Amended: 8/18/2015 pdf html | Beall D (Dist 15) | Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws. | Senate Inactive File | Support | This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process. MTC has adopted a support position on this bill. |
| SB 344 Amended: 6/23/2015 pdf html | Monning D (Dist 17) | Commercial driver's license: education. Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle. | Assembly 2 year | New – Recommend Watch | MTC has adopted a support position on this bill. We are consulting with SFMTA. |
| SB 433 Amended: 5/7/2015 pdf html | Berryhill 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. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|-----------------|-----------------------|--|
| SB 564 Introduced: 2/26/2015 pdf html | Cannella 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. |
| SB 773 Amended: 6/23/2015 pdf html | Allen | Vehicles: registration fraud: study. Would, until January 1, 2020, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements. | Assembly 2 year | New – Recommend Watch | MTC has adopted a support position on this bill. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|---|-----------------|--|
| SB 812 Amended: 2/12/2016 pdf html | Hill D (Dist 13) | Charter-party carriers of passengers and passenger stage corporations. This bill would require the Department of the California Highway Patrol (CHP), by regulation, to develop and adopt bus terminal inspection fees applicable to charter-party carriers of passengers and passenger stage corporations that operate one or more tour buses, to replace existing fees, in an amount sufficient to offset the costs to administer the inspection program for these companies, as specified. The bill would require the fees to be collected by the Public Utilities Commission in the case of charter-party carriers of passengers or as otherwise required by the regulations. The bill would make other conforming changes. This bill would require the CHP, by regulation, to modify its existing tour bus terminal inspection program to ensure that the program is performance-based, with parameters to evaluate and target on-site inspections tour of buses operated by or for charter-party carriers of passengers and passenger stage corporations. The bill would require the tour bus terminal inspection program to prioritize newly acquired tour buses operated by charter-party carriers of passengers and passenger stage corporations, as well as affected companies that are noncompliant or have a history of noncompliance with safety laws or regulations. The bill would also require no fewer than 25% of the total number of tour bus carrier inspections conducted by the CHP to be unannounced surprise inspections. This bill would require a charter-party carrier of passengers or a passenger stage corporation, prior to operating a newly acquired tour bus, to first schedule an inspection of the tour bus with, and obtain a satisfactory rating for the tour bus from, the department. | Senate Transportation and Housing | Support | This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced. The SFMTA has taken a support position on this bill. |

San Francisco County Transportation Authority

March 2016

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

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| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|-----------------------------------|-----------------------|---|
| SB 902 Introduced: 1/21/2016 pdf html | Cannella R (Dist 12) | Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter. | Senate Transportation and Housing | New - Recommend Watch | Amends the state law that permits Caltrans to oversee NEPA process for projects in the state by extending the period of time for a report on implementation of this oversight. |
| SB 903 Introduced: 1/21/2016 pdf html | Nguyen R (Dist 34) | Transportation funds: loan repayment. Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws. | Senate Transportation and Housing | New - Recommend Watch | The bill adapts a provision from the Governor's Transportation Plan that establishes a requirement that outstanding General Fund loans be repaid, but by 6/30/16. This loan repayment was proposed by the Governor on a longer timeline. |
| SB 986 Introduced: 2/10/2016 pdf html | Hill D (Dist 13) | Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would require that a violation of this provision for a right turn or a left turn from a one-way street onto a one-way street is punishable by a fine of \$35. | Senate Transportation and Housing | New - Recommend Watch | This bill would lower the fines for right turn and left turn from a one-way street onto a one-way street violations of red light stopping law from \$100 to \$35. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|--|---|-----------------------------------|-------------------------|---|
| SB 998 Introduced: 2/10/2016 pdf html | Wieckowski D (Dist 10) | Vehicles: mass transit guideways. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Senate Transportation and Housing | New - Recommend Watch | Expands restrictions on vehicles from stopping at certain locations to include transit guideways. |
| SB 1066 Introduced: 2/16/2016 pdf html | Beall D (Dist 15) | Transportation funds: fund estimates. Current law requires the Department of Transportation to submit to the California Transportation Commission (CTC) an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program (STIP), and requires the CTC to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the CTC to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015. | Senate Print | New - Recommend Support | Adds new Federal transportation funds to revenues that must be included in the fund estimate for the STIP. |
| SB 1128 Introduced: 2/17/2016 pdf html | Glazer D (Dist 7) | Commute benefit policies. Current law authorizes the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. | Senate Print | New - Recommend Support | Extends the commute benefits ordinance authority for MTC/BAAQMD indefinitely. MTC has taken a support position on this bill. |

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| Bill # | Author | Description | Status | Position | Comments |
|--|---|--|---------------|------------------------|--|
| SB 1141 Introduced: 2/18/2016 pdf html | Moorlach R (Dist 37) | State highways: transfer to local agencies: pilot program. Would require the Department of Transportation (Caltrans) to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county. | Senate Print | New - Recommend Watch | Creates a pilot program for Caltrans to turn over its operation and maintenance of state highways in 2 counties for a period of 5 years. This bill is similar to ABX1 16. |
| SB 1208 Introduced: 2/18/2016 pdf html | Bates R (Dist 36) | California Transportation Commission (CTC). Current law creates the CTC, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a non-substantive change to this provision. | Senate Print | New - Recommend Watch | Spot bill related to the CTC. |
| SB 1259 Introduced: 2/18/2016 pdf html | Runner R (Dist 21) | Vehicles: toll payment: veterans. Would exempt vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes. | Senate Print | New - Recommend Oppose | Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an oppose position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue. |
| SB 1320 Introduced: 2/19/2016 pdf html | Runner R (Dist 21) | California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws. | Senate Print | New - Recommend Watch | Provides for the independence of the California Transportation Commission. This bill is similar to AB 1364 (Linder), ABX 19 (Linder) and SBX1 12 (Runner). |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|--|--|---|--|---|
| <p>SBX1 1</p> <p>Amended: 9/1/2015 pdf html</p> | <p>Beall D (Dist 15)</p> | <p>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.</p> | <p>Senate Appropriations</p> | <p>Support and Seek Amendments</p> | <p>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.</p> <p>Raises gas tax .10 cents per gal., diesel .12 cents per gal., VRF by \$70.</p> <p>Bill is similar but not identical to SB 16 (Beall).</p> |
| <p>SBX1 2</p> <p>Introduced: 6/30/2015 pdf html</p> | <p>Huff R (Dist 29)</p> | <p>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.</p> | <p>Senate Transportation and Infrastructure Development</p> | <p>Oppose</p> | <p>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.</p> <p>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.</p> <p>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.</p> |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|--|---|-----------------------------------|---|---|
| SBX1 3 Amended: 8/17/2015 pdf html | Vidak 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 Dead | New – Recommend Delete from Matrix | 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. The SFCTA Board previously took an oppose position to this bill. |
| SBX1 4 Amended: 9/4/2015 pdf html | Beall 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. |
| SBX1 5 Introduced: 7/7/2015 pdf html | Beall 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. |

San Francisco County Transportation Authority

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| Bill # | Author | Description | Status | Position | Comments |
|--|---|---|-----------------------|------------------------------------|--|
| SBX1 6 Introduced: 7/13/2015 pdf html | Runner 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 Dead | New – Recommend Delete from Matrix | Redirects cap and trade funds from high speed rail and other transit programs to the CTC for state highways and local roads. The SFCTA board previously took an oppose position to this bill. |
| SBX1 7 Amended: 9/3/2015 pdf html | Allen 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). |
| SBX1 8 Introduced: 7/16/2015 pdf html | Hill 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). |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|---|--|---|---|
| SBX1 9 Introduced: 7/16/2015 pdf html | Moorlach 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 Dead | New – Recommend Delete from Matrix | 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. |
| SBX1 10 Introduced: 7/16/2015 pdf html | Bates R (Dist 36) | Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. | Senate Transportation and Infrastructure Development | Watch | This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects. |
| SBX1 11 Amended: 9/4/2015 pdf html | Berryhill R (Dist 8) | Environmental quality: transportation infrastructure. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions. | Senate Transportation and Infrastructure Development | Watch | Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road footprint. |

San Francisco County Transportation Authority

March 2016

| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|--|-----------------|---|
| SBX1 12 Amended: 8/20/2015 pdf html | Runner R (Dist 21) | California Transportation Commission (CTC). Would exclude the CTC from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws. | Senate Appropriations | Watch | Re-establishes independence of the CTC from the Transportation Agency. This bill is similar to AB 1364 (Linder), ABX1 19 (Linder), and SB 1320 (Runner). |
| SBX1 13 Amended: 9/3/2015 pdf html | Vidak 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. |
| SBX1 14 Introduced: 7/16/2015 pdf html | Cannella R (Dist 12) | Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. | Senate Transportation and Infrastructure Development | Watch | Extends current public-private partnership law indefinitely. |

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| Bill # | Author | Description | Status | Position | Comments |
|---|---|--|-------------------------------------|-----------------|--|
| SCA 5 Amended: 7/16/2015 pdf html | Hancock D (Dist 9) | Local government finance. Would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws. | Senate Governance and Finance | Support | Would specify that the voter approval requirement is 55% for local government special taxes. |
| SCAX1 1 Introduced: 6/19/2015 pdf html | Huff 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: 122

Total Tracking Forms: 122