

## San Francisco County Transportation Authority

March 2015

### Bills of Interest

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

Staff is recommending new support positions on Assembly Bill (AB) 227 (Alejo), AB 378 (Mullin), AB 464 (Mullin), AB 516 (Mullin), AB 1265 (Parea), AB 1287 (Chiu), Assembly Constitutional Amendment 4 (Frazier), Senate Bill (SB) 321 (Beall) and SB 564 (Cannella), and an oppose position on AB 1138 (Patterson) and AB 1160 (Harper) this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Community revitalization authority.</b> Would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.	Assembly Print	Watch	Spot bill. The ultimate intent is for a bill that would permit the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.

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<a href="#">AB 6</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk R</a> (Dist 38)	<b>Bonds: transportation: school facilities.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	Assembly Transportation	Oppose	Prohibits sale of bonds to support High-Speed Rail program. Directs unspent bond funds to retire debt from Prop 1A and would authorize use of bond proceeds for K-12 building purposes.
<a href="#">AB 8</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>Emergency services: hit-and-run incidents.</b> Would authorize a law enforcement agency to issue a Yellow Alert if a person has been killed or has suffered serious bodily injury due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would require the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request if it concurs with the law enforcement agency that specified requirements are met.	Assembly Transportation	Support	This bill expands the Amber Alert system to create a new yellow alert to call attention to hit and run incidents when a person dies or suffers bodily harm.
<a href="#">AB 23</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Assembly Natural Resources	Oppose	This bill would postpone the effective date of the imposition of Cap and Trade emission regulations on fuel from 2015 to 2020 scheduled for the transportation fuels system.  The author is concerned that the public will be subject to a spike in fuel prices.  However, the effect of the deferral will be to reduce Cap and Trade auction revenues.

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<a href="#">AB 24</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<b>Transportation network companies: public safety.</b> Would declare the intent of the Legislature to enact legislation that promotes public safety relating to transportation network companies. This bill contains other existing laws.	Assembly Print	Watch	Spot bill. Intended to further develop the existing transportation network company regulatory statutes.
<a href="#">AB 28</a> Amended: 2/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Bicycle safety: rear lights.</b> Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the red flashing light, reflective gear worn by the bicyclist.	Assembly Transportation	Watch	This is a new approach to bike safety that would require reflective clothing or flashing lights in lieu of reflective lights.
<a href="#">AB 40</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a> (Dist 19)	<b>Golden Gate Bridge: sidewalk fees.</b> Current law establishes bridge and highway districts and various regional transportation authorities and transit districts, including the Golden Gate Bridge, Highway and Transportation District, and prescribes the powers and duties of the district, including the power to fix and collect all tolls for the use of the district's property. This bill would prohibit the district from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	Assembly Transportation	Watch	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
<a href="#">AB 61</a> Introduced: 12/12/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis R</a> (Dist 72)	<b>Shuttle services: loading and unloading of passengers.</b> Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.	Assembly Transportation	Watch	The bill expands authority now existing for local authorities to grant transit agencies the right to stop and pick up passengers to also apply to shuttle service vehicles.

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<a href="#">AB 162</a>  Introduced: 1/21/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez D</a>  (Dist 52)	<b>State highways: wrong-way driving.</b> Would require the Department of Transportation, in consultation with the Department of Motor Vehicles, to initiate a 12-month study on wrong-way driving on state highways. The bill would require the study to incorporate findings and recommendations to the appropriate policy and fiscal committees of the Legislation, including solutions to reduce the number of instances of wrong-way driving and a proposed schedule for implementation of those solutions. The bill would make related findings and declarations. This bill contains other related provisions.	Assembly Transportation	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 194</a> Introduced: 1/28/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<p><b>High-occupancy toll lanes.</b>                      Would delete the requirement that high-occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the California Transportation Commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions.</p>	Assembly Transportation	Support	<p>The author introduced this bill for the Self-Help Counties Coalition to provide authority for the State and regional transportation agencies to develop and operate toll facilities. As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility. <b>We are interested in strengthening that language to ensure a meaningful role for local transportation authorities in any planned facility.</b></p> <p>The bill would establish a process through which the Metropolitan Transportation Commission (MTC), in consultation with the Transportation Authority, could consider any proposed tolled lanes in the city. Our Freeway Corridor Management Strategy will inform San Francisco's position on this topic. The bill would also support MTC's proposed regional express lane network.</p>
<a href="#">AB 212</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a> (Dist 35)	<p><b>State highways.</b>                      Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.</p>	Assembly Print	New - Recommend Watch	<p>This is a spot bill for which the author has not disclosed his intentions.</p>

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<a href="#">AB 223</a> Introduced: 2/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Dahle R</a> (Dist 1)	<b>Highways: exit information signs.</b> Current law requires the Department of Transportation, until January 1, 2021, to allow the placement of information signs along State Highway Route (SR) 65 within, or at exits leading to, the City of Lincoln, and requires the department to report, by January 1, 2020, to the transportation committees of the Senate and Assembly on the implementation of this provision and on its recommendations as to whether the period of this authorization should be extended, and whether the authorization should be expanded to other urban areas. This bill would additionally require the department, until January 1, 2021, to allow the placement of information signs along Interstate 80 within, or at exits leading to, the City of Truckee.	Assembly Transportation	New - Recommend Watch	Authorizes extension of the use of new information signs under study now on SR 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee.
<a href="#">AB 227</a> Introduced: 2/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a> (Dist 30)	<b>Transportation funding.</b> Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Transportation	New - Recommend Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends Public Private Partnership law.  We previously had a watch position on this bill.
<a href="#">AB 239</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a> (Dist 3)	<b>Greenhouse gases: regulations.</b> Would prohibit the State Air Resources Board (ARB), on and after January 1, 2016, from adopting or amending regulations pursuant to the California Global Warming Solutions Act of 2006. The bill would authorize the board to submit to the Legislature recommendations on how to achieve the goals of the act.	Assembly Natural Resources	New - Recommend Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.

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<a href="#">AB 313</a> Introduced: 2/12/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Enhanced infrastructure financing districts.</b> Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	New - Recommend Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
<a href="#">AB 378</a> Introduced: 2/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>State Highway 101 corridor.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print	New - Recommend Support	The author seeks innovative means to address mobility in the Bay region's SR 101 corridor. We will meet with the author to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
<a href="#">AB 457</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (Dist 67)	<b>High-occupancy vehicle lanes.</b> Current law provides that the Department of Transportation has full control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	A spot bill. Discussions with the author's office indicate that she seeks more transparent notification to motorists on toll signs in Orange county.
<a href="#">AB 464</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Transactions and use taxes: maximum combined rate.</b> Current law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.	Assembly Print	New - Recommend Support	Provides significant new local government sales tax capacity by setting local cap at 3%.

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<a href="#">AB 481</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Automated traffic enforcement systems.</b> Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the system meets certain requirements. Current law authorizes a governmental agency to contract out the operation of the system under certain circumstances, except for specified activities. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill. The author has not indicated his ultimate intent for the bill, but it is apparent from public statements he does not endorse use of automated traffic enforcement.
<a href="#">AB 516</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>Vehicles: temporary license plates.</b> Would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.	Assembly Print	New - Recommend Support	This bill requires development of a statewide temporary license plate (system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.
<a href="#">AB 518</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Department of Transportation.</b> Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Print	New - Recommend Watch	Spot bill.

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<a href="#">AB 528</a>  Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a>  (Dist 16)	<b>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</b> Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	Assembly Print	New – Recommend Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage provided certain conditions are met
<a href="#">AB 620</a>  Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a>  (Dist 48)	<b>High-occupancy toll (HOT) lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority (LACMTA), in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Print	New - Recommend Watch	Expands LACMTA’s authority relative to HOT Lanes in its jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income, including hardship exemptions. If approved this bill would likely negatively impact the HOT Lane’s ability to maintain its functional level of service.
<a href="#">AB 828</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a>  (Dist 28)	<b>Vehicles: transportation network companies.</b> Would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.	Assembly Print	New - Recommend Watch	Spot bill to address transportation network companies.

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<a href="#">AB 869</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a>  (Dist 9)	<b>Public transportation agencies: fare evasion and prohibited conduct.</b> Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties.	Assembly Print	New - Recommend Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a>  (Dist 25)	<b>Transportation: property acquisition.</b> Current law provides that when the Department of Transportation or the High-Speed Rail Authority acquires title to real property for highway or high-speed rail purposes, as specified, and leases that property for commercial or business uses to the former owner for a term exceeding 6 months, the department or authority, as the case may be, may secure fire insurance for the property if the former owner requests the coverage and the premium is included in the rental agreed to be paid. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This is a spot bill regarding state transportation project-related property acquisition.
<a href="#">AB 902</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a>  (Dist 50)	<b>Bicycle riders.</b> Current law provides that a person riding a bicycle or operating a pedicab on a highway has the rights of, and is subject to specified current provisions governing, the driver of a vehicle on a highway, except for those provisions that by their very nature can have no application. Current law also provides that a peace officer, as defined, operating a bicycle during the course of his or her duties and under specified circumstances is exempt from those provisions, subject to specified limitations. This bill would make technical, nonsubstantive changes to those provisions.	Assembly Print	New - Recommend Watch	Spot bill related to bicyclist laws.

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<a href="#">AB 1015</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Parking: car share vehicles.</b> Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program. The bill would authorize the local ordinance or resolution to include a mechanism for the payment of fees to the local authority, as specified.	Assembly Print	New - Recommend Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
<a href="#">AB 1030</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas D</a> (Dist 54)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements (PLAa) that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Print	New - Recommend Watch	Requires priority for cap and trade - funded projects that incorporate PLAs.
<a href="#">AB 1033</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo D</a> (Dist 56)	<b>Infrastructure financing.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.	Assembly Print	New - Recommend Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of P3s.
<a href="#">AB 1087</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Grove R</a> (Dist 34)	<b>Greenhouse Gas Reduction Fund: high-speed rail.</b> Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment (IOS) and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Print	New - Recommend Watch	This bill would dedicate the 25% share of cap and trade to (1) the IOS, and (2) blended system projects (including Caltrain electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.

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<a href="#">AB 1096</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: motorized bicycles.</b> Current law defines a "motorized bicycle" or "moped" for purposes of the Vehicle Code as a 2-wheeled or 3-wheeled device that has fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, and an automatic transmission and a motor that produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground. This bill would make a technical, nonsubstantive change to that provision.	Assembly Print	New - Recommend Watch	This spot bill pertains to the definition of motorized bikes.
<a href="#">AB 1098</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Transportation: congestion management.</b> Current law requires a congestion management plan to be developed, adopted, and updated biennially by a designated agency for every county that includes an urbanized area. This bill would make nonsubstantive changes to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to congestion management plans.
<a href="#">AB 1115</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a> (Dist 32)	<b>Transportation funds.</b> Current law provides various sources of funding for transportation projects. Current law authorizes the California Transportation Commission to approve advance expenditures by local agencies of local funds relative to certain transportation projects that have been designated to receive future funds from the state when those funds become available. This bill would make a nonsubstantive change to these provisions.	Assembly Print	New - Recommend Watch	This spot bill relates to CTC approval of advance expenditure of funds.
<a href="#">AB 1138</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Print	New - Recommend Oppose	Effect of the bill is to stop progress on initial construction segment phases of High Speed Rail project.

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<a href="#">AB 1160</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Harper R</a> (Dist 74)	<b>Vehicles: automated traffic enforcement systems.</b> Would, beginning January 1, 2016, prohibit a governmental agency from installing an automated traffic enforcement system. The bill would authorize a governmental agency that is operating an automatic traffic enforcement system on that date to continue to do so after that date only if the agency begins conducting a traffic safety study on or before February 28, 2016, at each intersection where a system is in use to determine whether the use of the system resulted in a reduction in the number of traffic accidents at that intersection.	Assembly Print	New - Recommend Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
<a href="#">AB 1171</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a> (Dist 60)	<b>Construction Manager/General Contractor (CM/GC) method: regional transportation agencies: projects on expressways.</b> Would authorize regional transportation agencies, as defined, to use the CM/GC project delivery method, as specified, to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Extends to regional entities the use of CM/GC, but only in cases that the project is on an expressway that is not on the state highway system and is in a voter-approved expenditure plan.
<a href="#">AB 1236</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Local ordinances: electric vehicle (EV) charging stations.</b> Would require a city or county to approve the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Watch	Subjects EV charging station to requirement that local governments approve installations.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1265</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a> (Dist 31)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies 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 delete obsolete cross-references and make technical changes to these provisions.	Assembly Print	New - Recommend Support	Extends public private partnership law, indefinitely.
<a href="#">AB 1284</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>Bay Area state-owned toll bridges: Toll Bridge Program Oversight Committee.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority (BATA) to form the Toll Bridge Program Oversight Committee. Current law provides that the committee is not a state body or a local agency for the purposes of the open meeting laws applicable to either state bodies or local agencies known as the Bagley-Keene Open Meeting Act and the Ralph M. Brown Act, respectively. This bill would delete that provision and would thereby make the Toll Bridge Program Oversight Committee subject to the Bagley-Keene Open Meeting Act.	Assembly Print	New - Recommend Watch	Subjects BATA to open meeting Act requirements.
<a href="#">AB 1287</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: parking violations: cameras.</b> Would authorize San Francisco to install forward-facing cameras to record parking violations and high-occupancy lane and intersection obstruction violations. The bill would require a high-occupancy lane or intersection obstruction violation recorded pursuant to these provisions to be subject to a civil penalty not to exceed \$100. The bill would delete the repeal date, thereby extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Print	New - Recommend Support	Grants city of San Francisco authority to install cameras for enforcement of parking and high occupancy vehicle lane violations.

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

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Bill #	Author	Description	Status	Position	Comments
<a href="#">ACA 4</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Local government transportation projects: special taxes: voter approval.</b> Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Assembly Print	New - Recommend Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
<a href="#">SB 1</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	Senate Environmental Quality	Oppose	This bill would eliminate the extension of Cap and Trade emission regulations scheduled for the transportation fuels system.  Differs from AB 23 as this bill permanently prohibits the Cap and Trade regulations from affecting the fuels sector.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 5</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a>  (Dist 14)	<p><b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b></p> <p>Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.</p>	Senate Environmental Quality	Oppose	<p>This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system.</p> <p>The author is concerned that the public will be subject to a spike in fuel prices.</p> <p>However, the effect of the deferred will be to reduce Cap and Trade auction revenues.</p>
<a href="#">SB 8</a>  Amended: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a>  (Dist 18)	<p><b>Taxation.</b></p> <p>Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.</p>	Senate Governance and Finance	Watch	<p>Although a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.</p>

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 9</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</b> Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. It allows for multi-year funding commitments for a project and authorizes the California Transportation Commission to approve a Letter of No Prejudice, allowing sponsors to spend local funds on an authorized project for subsequent reimbursement. This bill contains other existing laws.	Senate Environmental Quality	Watch	This bill would alter the focus for Rail and Transit Cap and Trade funds to only address large-scale transit projects that promote a direct connection to the state's High Speed Rail System.  Guidelines for expanding the first \$25 million in this category were recently finalized. This was followed by a competitive call for projects by the State Transportation Agency. SFMTA is targeting this program to payback funds committed by MTC to its LRV procurement contract option for 40 expansion LRVs.
<a href="#">SB 16</a> Amended: 3/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Department of Transportation: budgetary cost-savings plan.</b> Would require the Department of Transportation, by April 1, 2016, and as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to \$200,000,000 annually in cost savings from its budget, and to submit the plan to the appropriate policy committees of the Senate and the Assembly. This bill contains other existing laws.	Senate Rules	Watch	The author is seeking to compel Caltrans to adopt more program efficiencies and then direct the resulting savings into road repair and litter control.
<a href="#">SB 34</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a> (Dist 13)	<b>Automated license plate recognition (ALPR) systems: use of data.</b> Would impose specified requirements on an ALPR operator as defined, including, among others, ensuring that the information the ALPR operator collects is protected with certain safeguards, and implementing and maintaining specified security procedures and a usage and privacy policy with respect to that information.	Senate Transportation and Housing	Watch	The bill is intended to enhance the automated license plate recognition end-user data collection.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 39</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley D</a> (Dist 27)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for HOVs. This bill would increase the number of those identifiers that the Department of Motor Vehicles is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Senate Transportation and Housing	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted, increase from 40,000 to 70,000.
<a href="#">SB 45</a> Introduced: 12/12/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mendoza D</a> (Dist 32)	<b>Economic development.</b> Current law provides for various economic development programs throughout the state that foster community sustainability and community and economic development. Current law also authorizes local agencies to finance the purchase, construction, expansion, improvement, or rehabilitation of certain types of facilities. This bill would state the intent of the Legislature to enact legislation that would authorize local governmental entities to use tax increment financing for the development of economic planning, infrastructure, and educational facilities.	Senate Rules	New - Recommend Watch	This spot bill is intended to provide tax increment authority for economic development purposes and infrastructure.
<a href="#">SB 59</a> Introduced: 12/19/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Knight R</a> (Dist 0)	<b>Vehicles: high-occupancy vehicle (HOV) lanes.</b> Current law authorizes local authorities and the Department of Transportation to establish exclusive or preferential use of highway lanes for HOVs. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
<a href="#">SB 154</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>California Environmental Quality Act (CEQA).</b> CEQA requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	New - Recommend Watch	This is a CEQA spot bill.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 158</a> Introduced: 2/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>Transportation projects: comprehensive development lease agreements.</b> Current law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.	Senate Rules	Watch	This spot bill addresses the public private partnership law. However, it is intended to be amended to apply solely to the 710 N project in LA county.
<a href="#">SB 166</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Environmental Quality Act (CEQA).</b> CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	CEQA spot bill.
<a href="#">SB 167</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Global Warming Solutions Act of 2006.</b> The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. This bill would make nonsubstantive changes to these provisions. This bill contains other existing laws.	Senate Rules	New - Recommend Watch	Spot bill that addresses AB 32 regulatory process.
<a href="#">SB 192</a> Introduced: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Liu D</a> (Dist 25)	<b>Bicycles: helmets.</b> Would require every person, regardless of age, to wear a bicycle helmet when operating a bicycle, riding on a bicycle as a passenger, or riding in a trailer towed by a bicycle. The bill would also require a person engaged in these activities in the darkness to wear reflective high-visibility safety apparel, as specified. Because a violation of this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	The bill mandates that all bicycle riders and passengers – regardless of age, wear helmets and, at night to also wear reflective safety apparel.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 321</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality.	Senate Print	New - Recommend Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure revenue neutrality. This would address the volatility now observed in the annual tax-rate-setting process.
<a href="#">SB 491</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<b>Committee on Transportation and Housing</b>	<b>Transportation: omnibus bill.</b> Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.	Senate Print	New - Recommend Watch	This is the Transportation Omnibus bill. It may only contain technical law changes.
<a href="#">SB 516</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Fuller R</a> (Dist 16)	<b>Transportation: motorist aid services.</b> Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system.	Senate Print	New - Recommend Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 564</a> Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: school zone fines.</b> Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Senate Print	New - Recommend Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
<a href="#">SB 595</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Print	New - Recommend Watch	Spot bill related to school zone speeds; part of a larger school traffic safety package.
<a href="#">SB 632</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Would allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie speed limit when approaching, at a distance of less than 1,320 feet from, or passing, a school building or grounds thereof, contiguous of to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour 24 hours a day. This bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway, with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,320 feet from a school building or grounds thereof.	Senate Print	New - Recommend Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 698</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Active Transportation Program: school zone safety projects.</b> Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Print	New - Recommend Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade, specifically for school zone safety projects.
<a href="#">SB 782</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a> (Dist 26)	<b>State highways: relinquishment.</b> Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Print	New - Recommend Watch	This is a spot bill that is intended to streamline state highway relinquishments.

**Total Measures: 69**

**Total Tracking Forms: 69**

Attachment:

1. Trailer Bill Language – Highway Tolling

## Trailer Bill Language – Highway Tolling

**SECTION 1.** Section 14106 in the Government Code is amended to read:

**14106.** (a) Any toll revenues generated from a priced managed lane on the state highway system ~~that is administered by a local agency~~ shall be expended only within the respective corridor in which the managed lane is located.

(b) ~~“Priced Managed managed”~~ lane” means either of the following:

(1) A high-occupancy toll lane, which is a dedicated lane that is free for vehicles carrying a minimum number of occupants, but which allows vehicles containing less than the minimum number of occupants to use the lane upon payment of a toll.

(2) An express toll lane, which is a dedicated lane that requires all vehicles to pay a toll in order to use the lane, but may provide for vehicles carrying a minimum number of occupants to pay a discounted toll.

(c) “Corridor” has the meaning provided in Section 30905.1 of the Streets and Highways Code.

**SECTION 2.** Article 5 is added to Chapter 3 of Division 17 of the Streets and Highways Code, to read:

**30905.** (a) The Legislature finds and declares that:

(1) The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.

(2) The state’s transportation system has not kept pace with the state’s growing population.

(3) High-occupancy toll lanes, express toll lanes, and toll roads provide an opportunity to more effectively manage the state’s highways in order to increase passenger throughput and to reduce delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and bus.

(b) The Legislature intends for public sources of revenue, including federal funding, to be leveraged to meet growing transportation needs.

(c) The Legislature intends for highway tolling to be employed when it can be demonstrated to optimize the performance of the transportation system, contribute a significant portion of the cost of a project that cannot be funded solely with existing sources, provide additional funding for ongoing maintenance and repairs, or improve travel reliability on a transportation corridor.

(d) The Legislature intends for highway tolling, in all cases, to be fairly and equitably applied in the context of the statewide transportation system and not have significant adverse impacts through the diversion of traffic to other routes that cannot otherwise be reasonably mitigated.

**30905.1.** Unless the provision or context otherwise requires, these definitions shall govern the construction of this article:

(a) “Toll facility” includes high occupancy toll lanes, express toll lanes, and toll roads.

(b) “High occupancy toll lane” has the meaning provided in Section 14106 of the Government Code.

(c) “Express toll lane” has the meaning provided in Section 14106 of the Government Code.

(d) “Toll road” means a highway for which a toll is charged for its use.

(e) Notwithstanding Section 143, “regional transportation agency” means any of the following:

(1) A transportation planning agency described in Section 29532 or 29532.1 of the Government Code.

(2) A county transportation commission established under Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(3) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(4) A joint exercise of powers authority established pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(f) "Toll facility operator" means the public entity authorized to collect tolls by the commission pursuant to Section 30905.2.

(g) "Corridor" means the state highway or highways, where tolls could be collected, that serve motorists or freight movement and includes other transportation systems and facilities that affect the travel performance of, reliability of, or access to those highways or provide another mode of transportation on or within the vicinity of those highways.

**30905.2.** (a) (1) Notwithstanding Sections 149 and 30800, the commission may authorize the department or a regional transportation agency in cooperation with the department to develop and operate toll facilities on the state highway system and establish and collect the tolls on those facilities.

(2) The department may enter into agreements with regional transportation agencies for the purposes of developing, maintaining, repairing, rehabilitating, improving, reconstructing, and operating toll facilities on the state highway system. Any such agreement shall identify the respective obligations and liabilities, including legal liability related to the construction and operation of the toll facility, of the department and the regional transportation agency, and shall, at a minimum, define the initial term, options for extension of the term, assign responsibilities relating to the development, maintenance, repair, improvement, construction, reconstruction and operation of the facility; and the condition of the facility at the end of the term.

(b) A toll facility operator may contract with another entity for the collection of tolls.

(c) A toll facility operator shall enter into an agreement with the California Highway Patrol regarding the enforcement of those toll facilities.

(d) Agreements developed pursuant to this section shall provide for reimbursement of state agencies for all costs incurred in connection with the development, maintenance, repair, rehabilitation, and operation of a toll facility.

(f) A toll facility operator may include discounts and premiums to encourage efficient use of toll facilities and reduction of congestion and emission of greenhouse gases and criteria pollutants.

(g) A toll facility operator may require any vehicle to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes.

**30905.3.** (a) Projects proposed pursuant to this article are subject to review and approval by the commission. For each eligible project, the commission shall conduct at least one public hearing before approving the project.

(b) The commission shall develop eligibility criteria for projects to be approved pursuant to this article. These eligibility criteria must include, at a minimum, the following:

(1) The project is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code. For purposes of this section, a regional transportation plan must be consistent with greenhouse gas reduction targets assigned by the State Air Resources Board, pursuant to Division 25.5 (commencing with Section 35800) of the Health and Safety Code.

(2) The project is technically feasible.

(3) The project is financially feasible and the project's initial expenditure plan pursuant to Section 30905.4 fully funds all expenses specified in paragraphs (1) through (3) of subdivision (b) of Section 30905.4.

(4) Performance measures have been developed for the project.

(5) The proposed toll facility operator demonstrates how it has considered social equity, transit and active modes of transportation in the corridor. This section may not be construed to require that toll revenues be used to finance the enhancement of transit or active modes of transportation in the project corridor.

**30905.4.** The department and the appropriate regional transportation agency shall develop a multiyear expenditure plan for the use of toll revenue within each tolled corridor. This expenditure plan shall cover a period of either ten years or the full term of any and all financing used to construct or repair any portion of the project, whichever is longer. This plan shall be updated annually.

(a) (1) For a toll facility operated by a regional transportation agency, the governing board of the regional transportation agency shall review and adopt the expenditure plan and each update.

(2) For a toll facility operated by the department, the commission shall review and adopt the expenditure plan and each update.

(3) An expenditure plan and each update must be made available for public review and comment for not less than 30 days prior to adoption.

(4) The expenditure plan must include a funding plan for all expenses specified in paragraphs (1) through (3) of subdivision (b).

(b) Toll revenues collected pursuant to this article must be used for:

(1) Where debt is issued to construct or repair any portion of the facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility.

(2) Subject to any project financing obligations, direct expenses related to the development, maintenance, administration, repair, rehabilitation, improvement, reconstruction and operation, including collection and enforcement of the toll facility, and reserves for these purposes. These include reimbursements required under any agreements entered into pursuant to Section 30905.2.

(3) Reserves for the purposes specified in paragraphs (1) and (2).

(c) Subject to any project financing obligations, any revenue remaining after fulfilling the obligations specified in subdivision (b) must be used for projects that maintain or improve the safety, operation, or travel reliability of any transportation mode in the corridor in which the tolls were collected, or provide or improve travel options in the corridor in which the tolls were collected.

(d) (1) For any project under this article involving the conversion of an existing high-occupancy vehicle lane to a high-occupancy toll lane, the project must at a minimum result in a net benefit to the system including:

(A) Expanded efficiency of the corridor in terms of travel time reliability, person throughput, or other efficiency benefit. .

(B) Payments toward the operations and maintenance of the toll facility.

(C) If excess revenue exists, consideration of payments toward maintenance of the existing roadway.

(2) For any construction of a new toll lane or toll road undertaken by the department, tolls must be sufficient to pay all operations and maintenance costs of the new toll lanes. The department shall demonstrate in its first expenditure plan for the toll facility that tolls are sufficient to pay for all operations and maintenance costs over the first 10 years of the operations, and for the life of the expenditure plan, if it exceeds 10 years.

(3) For any project operated by a regional transportation agency, the toll facility operator, in its annual expenditure plan for the facility, shall demonstrate there are sufficient funds to pay for operations and maintenance costs.

**30905.5.** The Highway Toll Account is hereby created in the State Transportation Fund for the management of funds received by the department for toll facilities operated by the department and authorized pursuant to this article. Notwithstanding Section 13340 of the Government Code, moneys in the Highway Toll Account designated and necessary for the payment of any debt service associated with the project shall be continuously appropriated without regard to fiscal year to the department for the purposes described in paragraph (1) of subdivision (b) of Section 30905.4. All other moneys deposited in the fund that are derived from premium and accrued interest on bonds sold pursuant to this division shall be reserved in the fund and shall be available as specified in Section 30905.4. Pursuant to Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code, the cost of bond issuance shall be paid out of the bond proceeds, including premium, if any.

**30905.6.** Nothing in this article prevents the department or any transportation agency from constructing a facility that competes with a toll facility approved by the commission pursuant to this article, and a toll facility operator is not entitled to compensation for adverse effects on toll revenue due to a competing facility.

**30905.7. (a)** A regional transportation agency sponsoring a toll facility, the California Infrastructure and Economic Development Bank, or for toll facilities operated by the department, the State Treasurer, may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance development, construction or reconstruction, expenditures related to construction or reconstruction, or market-required reserves for toll facility projects approved pursuant to this article, and for the development, construction or reconstruction, and related expenditures that are included in the expenditure plan adopted pursuant to Section 30905.5, payable solely from toll revenue and ancillary revenue generated by the respective facilities.

(b) Any bond issued pursuant to this subdivision shall contain on its face a statement to the following effect:

“Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this bond.”

(c) This section 30905.7(c) shall be deemed to provide all necessary state law authority for purposes of Government Code section 63024.5