

# San Francisco County Transportation Authority

April 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 a new support position on Senate Constitutional Amendment 5 (Hancock) this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a>  (Dist 30)	<b>Community revitalization authority.</b> Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.	Assembly Housing and Community Development	Watch	Formerly a spot bill. The intent is to provide for the establishment of local community revitalization authorities that would finance projects using tax increment revenues.
<a href="#">AB 4</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a>  (Dist 60)	<b>Vehicle weight fees: transportation bond debt service.</b> Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Assembly Transportation	Watch	Similar to several bills from 2014, this bill seeks to restore state truck fees to fund highway repair instead of supporting Prop. 1B bond debt service.
<a href="#">AB 6</a>  Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk 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.

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<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 Public Safety	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.
<a href="#">AB 24</a> Amended: 3/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a> (Dist 46)	<b>Transportation network companies: public safety requirements.</b> Would prohibit the Public Utilities Commission from issuing or renewing a permit or certificate to a charter-party carrier of passengers unless the applicant, in addition to existing requirements, participates in the Department of Motor Vehicles pull-notice system and provides for mandatory Department of Justice background checks of every driver, except as specified, who is either employed by, or under contract to, the applicant. This bill would specifically require a transportation network company to comply with these provisions.	Assembly Utilities and Commerce	Watch	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.

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<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	Support	This measure would prohibit the Golden Gate Bridge District from imposing tolls or fees on pedestrian or bicyclists for use of the bridge sidewalks.
<a href="#">AB 61</a> 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.
<a href="#">AB 162</a> Amended: 3/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Rodriguez D</a> (Dist 52)	<b>State highways: wrong-way driving.</b> Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide the report to specified legislative committees on or before January 1, 2017. This bill contains other related provisions.	Assembly Transportation	Watch	This bill would initiate a formalized analysis by Caltrans on wrong-way driving.
<a href="#">AB 194</a> Introduced: 1/28/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<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.	Assembly Transportation	Support	The author introduced this bill for the Self-Help County Caucus to provide authority for the State and regional transportation agencies to develop and operate toll facilities.  As drafted, the bill requires a regional agency to consult with any local transportation authority with jurisdiction over the planned facility.  We support a recent amendment which would permit a local transportation authority to be responsible for environmental, design, construction, and financial studies. MPO would operate the facility.

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<a href="#">AB 208</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bigelow R</a>  (Dist 5)	<b>Bicycles: Three Feet for Safety Act.</b> Would require the operator of a bicycle behind which 5 or more vehicles are formed in a line, to turn off the roadway at the nearest place designated as a turnout in order to permit the vehicles following him or her to proceed if the driver of a motor vehicle is unable to overtake or pass a bicycle proceeding in the same direction on a highway at a distance less than 3 feet between any part of the motor vehicle and any part of the bicycle or its operator.	Assembly Transportation	New - Recommend Watch	Adds to the new 3 foot bike clearance law a new requirement that the bicyclist pull over at a turnout if 5 or more vehicles are following.
<a href="#">AB 212</a>  Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Achadjian R</a>  (Dist 35)	<b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	Assembly Print	Watch	This is a spot bill for which the author has not disclosed his intentions.
<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 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 Delete from Matrix	Authorizes extension of the use of new information signs under study now on State Route 65 in Lincoln. The bill would add authority for these signs on I-80 near Truckee.  Recommend deleting from matrix because no longer relevant to San Francisco.
<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	Support	This bill mandates that State General Fund loans from transportation revenues be repaid. Also, extends public private partnership law.

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<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	Watch	Restricts ARB from amending regulations under AB 32 starting in 2016.
<a href="#">AB 313</a> Introduced: 2/12/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Atkins D</a> (Dist 78)	<b>Enhanced infrastructure financing districts (IFDs).</b> Would require, after the adoption of a resolution of intention to establish a proposed district, the legislative body to send a copy of the resolution to the public financing authority. This bill would revise the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the preparation, proposal, and adoption of the infrastructure financing plan and the adoption of the formation of the district.	Assembly Local Government	Watch	The author is addressing the elimination of dwelling units under the state's new Enhanced IFD law; essentially the bill would establish requirements for replacement of units and a relocation assistance process.
<a href="#">AB 378</a> Introduced: 2/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a> (Dist 22)	<b>State Highway 101 corridor.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Assembly Print	Support	The author seeks innovative means to address mobility in the Bay region's State Highway 101 corridor. We have met with the author's staff to discuss and are engaged in ongoing discussions with state/regional/local stakeholders in the corridor.
<a href="#">AB 457</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez R</a> (Dist 67)	<b>High-occupancy toll lanes.</b> Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.	Assembly Transportation	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 Revenue and Taxation	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	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 Transportation	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.
<a href="#">AB 518</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a> (Dist 11)	<b>Department of Transportation.</b> Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.	Assembly Transportation	Watch	Spot bill.
<a href="#">AB 528</a> Introduced: 2/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker R</a> (Dist 16)	<b>San Francisco Bay Area Rapid Transit District (BART): strikes: prohibition.</b> Would prohibit BART employees 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	Watch	The bill would prohibit BART employees from striking or undertaking a work stoppage.

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<a href="#">AB 620</a> Introduced: 2/24/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a> (Dist 48)	<b>High-occupancy toll lanes: exemptions from tolls.</b> Would require the Los Angeles County Metropolitan Transportation Authority (LA Metro), in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income, as defined, and would also require LACMTA to provide hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirements for specified assistance programs. This bill contains other existing laws.	Assembly Transportation	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.
<a href="#">AB 779</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina D</a> (Dist 58)	<b>Environmental quality: transit priority areas.</b> Would provide that the transportation impact related to greenhouse gas (GHG) emissions of a project located within a transit priority area is not a significant impact on the environment. This bill contains other related provisions and other existing laws.	Assembly Transportation	New - Recommend Watch	Originally a spot bill. Now it requires Office of Planning and Research to update guidelines to address other impacts of traffic in Priority Development Areas that seek to reduce GHG emissions.
<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 Utilities and Commerce	Watch	Spot bill to address transportation network companies.
<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 Transportation	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 877</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a> (Dist 25)	<b>Transportation.</b> Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.	Assembly Transportation	Watch	This remains a spot bill regarding state transportation funding.

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<a href="#">AB 902</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a>  (Dist 50)	<b>Traffic violations: diversion programs.</b> Current law provides that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to those penalties and procedures, unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged. This bill would instead allow any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program of the type described above. This bill would make other technical, nonsubstantive changes.	Assembly Transportation	Watch	Spot bill related to bicyclist laws. Now relates to motor vehicle code violation and diversion program.
<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 Transportation	Watch	Permits designation of carshare or rideshare parking areas, and permits fees to be paid to the local authority.
<a href="#">AB 1030</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas D</a>  (Dist 54)	<b>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</b> Would require a state agency that allocates moneys from the Greenhouse Gas Reduction Fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements that connect local residents to jobs or training opportunities, or partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	Assembly Natural Resources	Watch	Requires priority for cap and trade - funded projects that incorporate Project Labor (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 Jobs, Economic Development and the Economy	Watch	Creates the California Infrastructure Finance Center in the state iBank to facilitate the use of public private partnerships.



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<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 (HSR).</b> Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.	Assembly Natural Resources	Watch	This bill would dedicate the 25% share of cap and trade to (1) the Initial Construction Segment, and (2) blended system projects (including Caltrain Electrification). This would prevent the ultimate HSR project from being fully realized without an alternate funding source.
<a href="#">AB 1096</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a> (Dist 17)	<b>Vehicles: electric bicycles.</b> Would define an “electric bicycle” as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and would create 3 classes of electric bicycles, as specified. The bill would require a person riding an electric bicycle to comply with the specified requirements relating to the operation of bicycles. The bill would prohibit persons under 14 years of age from operating a class 3 electric bicycle. The bill would also require persons operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. The bill would also make conforming changes.	Assembly Transportation	Watch	This bill now pertains to the definition of motorized bikes.
<a href="#">AB 1098</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Transportation: congestion management.</b> This bill would delete the traffic level of service standards as an element of a congestion management program (CMP) and would delete related requirements, including the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not maintained. The bill would revise and recast the requirements for other elements of a congestion management program by, among other things, requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share and requiring the designated agency, for roadway capacity expansion projects, to include in the 7-year capital improvement program an analysis of the potential for induced vehicle travel.	Assembly Transportation	Watch	This bill would revise the metrics related to congestion management programs, bringing them in line with SB 375, require the regional agency to evaluate how the CMP is achieving GHG reductions, and support the region’s Sustainable Communities Strategy.  We are supportive of recent amendments, and we are actively working with other Bay Area Congestion Management Agencies to review and comment upon the proposed legislation.
<a href="#">AB 1115</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas D</a> (Dist 32)	<b>State highways: litter cleanup and abatement.</b> Current law requires the Department of Transportation to maintain the state highways and, within its maintenance programs relating to litter cleanup and abatement, to assign a high priority to litter deposited along state highway segments adjoining storm drains, streams, rivers, waterways, beaches, the ocean, and other environmentally sensitive areas. Existing law authorizes the department to use litter traps in drains and any other effective technology in carrying out these responsibilities. This bill would instead require the department to use litter traps in drains and any other effective technology in carrying out these responsibilities.	Assembly Transportation	New – Recommend Delete from Matrix	This was a spot bill related to CTC approval of advance expenditure of funds.  Now it applies to Caltrans litter control efforts. Recommend deleting from matrix because no longer relevant to San Francisco.

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<a href="#">AB 1138</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson R</a> (Dist 23)	<b>High-speed rail: eminent domain.</b> Would prohibit the High-Speed Rail Authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds, and certifies that the authority has completed all necessary project level environmental clearances necessary to proceed to construction.	Assembly Transportation	Oppose	Effect of the bill is to stop progress on Initial Construction Segment phases of High Speed Rail project.
<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 Transportation	Oppose	Prohibits new automatic traffic systems and requires existing systems to have traffic study for each intersection.
<a href="#">AB 1164</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a> (Dist 43)	<b>State highways: performance measures.</b> Would require the Department of Transportation to develop performance measures, in consultation with specified entities, to establish an evaluation and rating of the overall quality of the state highway system, and would require a report to specified committees of the Legislature in that regard annually until 2020. The bill would also require the department to post the report on its Internet Web site.	Assembly Transportation	New - Recommend Watch	Requires Caltrans to develop performance measures in consultation with a host of entities that include county transportation agencies.
<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 Construction Manager/General Contractor 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 Transportation	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.

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Bill #	Author	Description	Status	Position	Comments
<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 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 Local Government	Watch	Subjects EV charging station to requirement that local governments approve installations.
<a href="#">AB 1250</a> Amended: 3/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom D</a> (Dist 50)	<b>Vehicles: buses: gross axle weight</b> This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.	Assembly Transportation	New – Recommend Watch	This is a California Transit Association sponsored bill to provide an extension of time to reconcile the policy difference between local jurisdictions and transit agencies over the operation of buses that exceed state vehicle code limits on bus weights. Cities/counties claim excess weight damages roadways, while some transit buses exceed legal limits due to ADA equipment, CNG tanks and other causes that are implemented in the furtherance of mandates.
<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 Transportation	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 Transportation	Watch	Subjects BATA to open meeting Act requirements.

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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 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 Transportation	Support	Grants city of San Francisco authority to install cameras for enforcement of parking and HOV violations.
<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 Transportation	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</b> Current law authorizes the Bay Area Toll Authority (BATA) to make direct contributions to the Metropolitan Transportation Commission (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	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	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	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.
<a href="#">SB 5</a> Introduced: 12/1/2014 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak R</a> (Dist 14)	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</b> Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	Senate Environmental Quality	Oppose	This bill would postpone the effective date of the extension of Cap and Trade emission regulations from 2015 to 2020 scheduled for the transportation fuels system.  The author is concerned that the public will be subject to a spike in fuel prices.  However, the effect of the deferred will be to reduce Cap and Trade auction revenues.

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<a href="#">SB 8</a>  Amended: 2/10/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg D</a>  (Dist 18)	<b>Taxation.</b> Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.	Senate Governance and Finance	Watch	Although a spot bill, this is the author's attempt to change the emphasis of California's taxation system to incorporate taxes on services.
<a href="#">SB 9</a>  Amended: 3/24/2015 <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 Transportation and Housing	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 finalized; a competitive call for projects was released by the State Transportation Agency. The San Francisco Municipal Transportation Agency is targeting this program to pay back funds committed by the Metropolitan Transportation Commission to its light rail vehicle procurement contract option for 40 expansion vehicles.
<a href="#">SB 16</a>  Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a>  (Dist 15)	<b>Department of Transportation: budgetary cost-savings plan: state highway operation and protection program.</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 related provisions and 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.  Further amended to require support and capital allocation to be made on a project basis.
<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 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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<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 lanes.</b> Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). 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.	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> Amended: 3/9/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mendoza D</a> (Dist 32)	<b>Workforce development: federal Workforce Innovation and Opportunity Act.</b> Would require the state, in conformity with WIOA and after consultation with local boards and chief elected officials, to identify planning regions. The bill would require local boards and chief elected officials to prepare regional plans for those planning regions, as specified. By imposing this requirement on local government, the bill would impose a state-mandated local program. The bill would also require the board to aid the Governor in facilitating system alignment across the core programs of WIOA, as defined, and make related and conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Recommend Delete from Matrix	This was initially a spot bill intended to provide tax increment authority for economic development purposes and infrastructure.  Now, amended to pertain to federal workforce act.
<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 high-occupancy vehicles. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	Watch	This spot bill amends the core statute that provides authority for exclusive HOV lanes. The author has since assumed his congressional seat and there is no clear understanding of what plans may be in store for this bill.
<a href="#">SB 154</a> Introduced: 2/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>California Environmental Quality Act.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would make technical, nonsubstantive changes to the definition of "environmental impact report."	Senate Rules	Watch	This is a CEQA spot bill.
<a href="#">SB 158</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff R</a> (Dist 29)	<b>Transportation projects: comprehensive development lease agreements.</b> Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.	Senate Rules	Watch	This was initially a spot bill to address the P3 law. It has been amended to apply solely to the 710 N project in LA county.

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<a href="#">SB 166</a> Introduced: 2/5/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gaines R</a> (Dist 1)	<b>California Environmental Quality Act.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would make technical, nonsubstantive changes to those provisions. This bill contains other existing laws.	Senate Rules	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	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 retroreflective 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	Watch	The bill mandates that all bicycle riders and passengers wear helmets and, at night to also wear reflective safety apparel.
<a href="#">SB 321</a> Amended: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Motor vehicle fuel taxes: rates: adjustments.</b> Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.	Senate Governance and Finance	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure revenue neutrality. This would address the volatility now observed in the annual tax-rate-setting process.



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<a href="#">SB 413</a> Introduced 2/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wieckowski D</a> (Dist 10)	<b>Public transit: prohibited conduct.</b> Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.	Senate Transportation and Housing	New – Recommend Watch	Expands available administrative adjudicative remedies under law for new crimes including loud noise and not yielding reserved seats for elderly or disabled persons.
<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 Transportation and Housing	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 Transportation and Housing	Watch	The bill seeks to transform the purpose of the call box systems to a broader array of motorist assistance activities.
<a href="#">SB 508</a> Introduced 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall D</a> (Dist 15)	<b>Transit operations: financial requirements.</b> This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of “operating cost” used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	Senate Transportation and Housing	New – Recommend Watch	Updates decade-old mass transit program efficiency standards. Sponsored by California Transit Association.

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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 Transportation and Housing	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.
<a href="#">SB 595</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Vehicles: prima facie speed limits: schools.</b> Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.	Senate Rules	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 Transportation and Housing	Watch	The bill expands school zone limits. There may be unintended implications to sort out related to city/county governance powers.
<a href="#">SB 698</a> Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella R</a> (Dist 12)	<b>Active Transportation Program: school zone safety projects.</b> Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	Senate Environmental Quality	Watch	Another of a larger package of school safety bills. This bill would support the ATP with funds from cap and trade.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 782</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a>  (Dist 26)	<b>State highways: relinquishment.</b> Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to these provisions.	Senate Rules	Watch	This is a spot bill that is intended to streamline state highway relinquishments.
<a href="#">SCA 5</a>  Introduced: 3/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock D</a>  (Dist 9)	<b>Local government: special taxes: voter approval.</b> Would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.	Senate Print	New - Recommend Support	Would specify that the voter approval requirement is 55% for local government special taxes.

**Total Measures: 74**

**Total Tracking Forms: 74**