

**San Francisco County Transportation Authority  
June 2016**

**New Bills**

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

We are not recommending adoption of any new positions, but are adding two bills to watch.

Additional detail on new bills are highlighted in the attached state legislative matrix.

<b>Recommended Positions</b>	<b>Bill # Author</b>	<b>Keywords and Comments</b>
Watch	<a href="#">AB 650</a> <a href="#">Low</a> D	Public Utilities Commission: regulation of taxicabs. This bill would enact the Taxicab Transportation Services Act and regulate taxicab transportation services through the state Public Utilities Commission (PUC), repealing provisions for cities and counties to regulate taxicabs, but authorizing airports to continue to regulate the provision of taxicab services to and from airports.
Watch	<a href="#">SB 1051</a> <a href="#">Hancock</a> D	Vehicles: parking enforcement: video image evidence. This bill would authorize enforcement of parking violations in transit-only lanes through use of video specifically for the Alameda-Contra Costa Transit District, thereby authorizing the district to install parking control devices on district-owned public transit vehicles.

***Total New Bills in Tracking: 2***

## San Francisco County Transportation Authority

June 2016

### Bills of Interest

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

Staff is recommending no new positions on bills this month.

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 318</a>  Amended: 6/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chau D</a>  (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Senate Judiciary	Watch	This bill establishes a pilot program, until, 2021, under which a public transit agency may donate to charity a portion of lost or unclaimed bicycles after 45 days.  LA Metro is sponsoring this bill because holding bicycles for 90 days is impractical and costly.
<a href="#">AB 516</a>  Amended: 7/6/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin D</a>  (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Senate Inactive	Support	This bill requires development of a statewide temporary license plate (TLP) system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.  MTC has adopted a support position on this bill.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 620</a>  Amended: 1/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández,</a> <a href="#">Roger D</a>  (Dist 48)	High-occupancy toll (HOT) lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority (LACMTA) to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.	Senate Transportation and Housing	Watch	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of low and moderate income.  Amended to allow LACMTA flexibility in providing low income assistance.
<a href="#">AB 650</a>  Amended: 5/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a>  (Dist 28)	Public Utilities Commission: regulation of taxicabs. This bill would enact the Taxicab Transportation Services Act and provide for the regulation of taxicab transportation services by the commission as a matter of statewide concern. The bill would provide for issuance of permits by the commission to taxicab carriers authorizing carriers to operate in one or more of 7 designated regions in the state. The bill would require drivers of taxicabs to obtain a taxi driver permit from the commission, and would specify the requirements that an applicant must meet. The bill would enact various provisions relating to insurance, vehicle inspections, monitoring of taxicab drivers, and other matters. The bill would exempt fares or fees charged by taxicab carriers from commission regulation, but would authorize the commission to require the disclosure of fares and fees, as specified. The bill would prohibit entities from providing taxicab transportation services without the required permit, and would provide for the commission to investigate and take action against unlicensed activity. The bill would repeal provisions providing for city and county regulation of taxicab services, but would authorize airports to continue to regulate the provision of taxicab transportation services to and from airports. The bill would require cities and counties that license taxicab services as of December 31, 2016, to forward to the commission licensure information for each licensee, as specified, and would thereby impose a state-mandated local program.	Senate Energy and Utilities	New – Recommend Watch	This is a new approach to providing statewide regulation of taxicab services, under the purview of the PUC. The bill provides an exception to the new regulatory scheme for taxicab services within San Francisco and the Airport.

San Francisco County Transportation Authority

June 2016

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<a href="#">AB 779</a>  Amended: 6/2/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Cristina</a> D  (Dist 58)	Local government: financial disclosures. This bill would require a city, county, city and county, or special district to post a link on the homepage of its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous fiscal year and the 10 employees with the greatest total compensation, as specified. By increasing the duties of local officials, this bill would impose a state-mandated local program.	Senate Rules	New – Recommend Delete from Matrix.	Originally, this measure authorized the Office of Planning and Research (OPR) to determine, for the purposes of CEQA review, that transportation impacts from residential and mixed-use projects in transit priority areas do not meet the threshold of "significant." The Transportation Authority Board had adopted a position of support and work with author.  However, the bill was recently amended to now require local agencies to post on their website compensation data for elected officials serving within that organization.
<a href="#">AB 828</a>  Amended: 7/14/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low</a> D  (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Senate 2 year	Watch	Amended to exclude transportation network company (TNC) vehicles from "commercial vehicle" definition under certain conditions. The Metropolitan Transportation Commission (MTC) has adopted a support position on this bill.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 869</a>  Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper</a> D  (Dist 9)	Public transportation agencies: fare evasion and prohibited conduct. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties.	Senate 2 year	Watch	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<a href="#">AB 1030</a>  Amended: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ridley-Thomas</a> D  (Dist 54)	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund. Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.	Senate Appropriations	New – Recommend Delete from Matrix	Requires priority for cap and trade - funded projects by state grant agencies for projects with partnerships with training entities with proven record of placing disadvantaged workers.
<a href="#">AB 1176</a>  Amended: 5/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper</a> D  (Dist 9)	Theft: firearms. The current Safe Neighborhoods and Schools Act, enacted as an initiative statute by Proposition 47, as approved by the electors at the November 4, 2014, statewide general election, makes the theft of property that does not exceed \$950 in value petty theft, and makes that crime punishable as a misdemeanor, with certain exceptions. This bill would amend that initiative statute by making the theft of a firearm grand theft in all cases and punishable by imprisonment in the state prison for 16 months, or 2 or 3 years. This bill contains other related provisions and other current laws.	Assembly	New - Recommend Delete from Matrix	Originally created the Advanced Low-Carbon Diesel Fuels Access Program, administered by the Energy Commission to fund advanced low-carbon diesel fueling infrastructure projects in disadvantaged communities.  Amended to apply to firearm theft.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1360</a>  Amended: 7/2/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a>  (Dist 19)	Charter-party carriers of passengers: individual fare exemption. Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Senate 2 year	Watch	Transportation Network Companies (TNCs) have recently started services to allow riders to be picked up at similar locations and share a driver and carpool at reduced fares. This bill would permit a TNC to operate a rideshare program and charge individual fares, provided that the individual fare is less than for the same ride it would be for a single passenger riding alone.  MTC has adopted a support position on this bill.
<a href="#">AB 1364</a>  Introduced: 2/27/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a>  (Dist 60)	California Transportation Commission. Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.	Senate Transportation and Housing	Watch	Removes CTC from jurisdiction under Transportation Agency and re-establishes its autonomy.  This bill is similar to ABX1 19 (Linder), SB 1320 (Runner) and SBX1 12 (Runner).

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1550</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gomez D</a>  (Dist 51)	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefitting individuals living in, disadvantaged communities and a minimum of 20% to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.	Assembly Third Reading	Watch	Increases requirement from 10% to 25% of GGRF investment within disadvantaged communities (DAC); also adds new requirement that an additional 20% also must benefit low income households within or outside of DACs.  We continue to work with the state to try and amend the DAC definition because it does not adequately reflect the disadvantaged communities of San Francisco.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1574</a>  Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (Dist 17)	<p>Vehicles of charter-party carriers of passengers and passenger stage corporations.</p> <p>Would require the Department of Motor Vehicles to notify the Public Utilities Commission (PUC) when a charter-party carrier of passengers or a passenger stage corporation first registers a bus, limousine, or modified limousine with the department, and to provide information to the PUC that will allow the PUC to identify the vehicle. The bill would require the PUC, with respect to those newly registered buses, limousines, or modified limousines, to ensure that the vehicles meet all statutory and regulatory requirements for safe operation. The bill, upon the PUC becoming aware of a bus, limousine, or modified limousine of a charter-party carrier of passengers or a passenger stage corporation that has not been reported to the commission by the carrier or corporation, would require the PUC to immediately take steps to require the carrier or corporation to update its reporting of vehicles to the PUC and to request the Department of the California Highway Patrol (CHP) to conduct a safety inspection of the vehicle. The bill would prohibit use of such a bus, limousine, or modified limousine to transport passengers in the absence of securing a satisfactory rating from the CHP812, and would authorize a law enforcement agency to impound a bus, limousine, or modified limousine operated in violation of this provision.</p>	Assembly Appropriations	Support	<p>The bill seeks to ensure that buses are inspected under safe criteria by requiring DMV to notify the PUC when a bus company first registers the vehicle. In the event there is not a satisfactory rating, the bill prohibits the use of the bus.</p> <p>Amended to delay the effective date to 2018.</p>



**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1591</a>  Introduced: 1/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Assembly Transportation	Support	New major revenue bill (\$7.3 billion in new taxes and loan repayments over 10 years) for road repair and trade corridors. Also commits new cap and trade revenues to the Transit Intercity Rail Capacity Program which the SFMTA and BART are targeting for significant core capacity investments such as vehicles and train control.  MTC has adopted a support position on this bill.
<a href="#">AB 1592</a>  Amended: 3/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bonilla</a> D  (Dist 14)	Autonomous vehicles: pilot project. This bill would authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill contains other related provisions.	Senate Transportation and Housing	Watch	The Contra Costa Transportation Authority (CCTA) is working with a local business park to implement a pilot program that would rely on a driverless shuttle service to provide internal circulation. Due to incidental crossing of public streets, the pilot program requires relief from the state's autonomous vehicle laws and regulations, which require a driver in the vehicle.  CCTA has developed a test bed for connected and autonomous vehicles at the Concord Naval Weapons Station (the GoMentum Station). This bill would permit CCTA to operate driverless vehicles there.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1641</a>  Introduced: 1/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis</a> R  (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.	Assembly Transportation	Oppose	This bill replaces AB 61 by same author to address the shuttle services' use of transit stops.  SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones.
<a href="#">AB 1677</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting</a> D  (Dist 19)	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol (CHP) to, upon the request of, and in consultation with, representatives of a local government in a jurisdiction where tour buses operate, develop protocols for entering into memoranda of understanding with local governments to allow the department to increase the number of the locally operating tour buses that are being inspected by the department. The bill would require a memorandum of understanding entered into with a local government pursuant to these provisions to include a provision that the local government will reimburse the department for all actual costs associated with conducting additional inspections.	Assembly Third Reading	Support	Expands on present CHP authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP.  Amended to eliminate local inspections authority, but instead, to permit local entity to enter into agreement with CHP to increase number of buses inspected.
<a href="#">AB 1725</a>  Amended: 3/7/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wagner</a> R  (Dist 68)	Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would expressly state that a stop is required to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. This bill would also make technical, non-substantive changes to that provision. This bill contains other current laws.	Senate Transportation and Housing	Watch	Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1746</a>  Amended: 5/24/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Stone, Mark D</a> (Dist 29)	Transit buses. Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 8 entities described above, subject to the same conditions and requirements.	Senate Transportation and Housing	Watch	Expands current authority for transit buses to operate on highway shoulders to 8 entities including AC Transit, County Connection (Contra Costa County), Livermore-Alameda Valley Transit and VTA.  MTC has taken a support position on this bill.
<a href="#">AB 1768</a>  Amended: 2/25/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gallagher R</a> (Dist 3)	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Assembly Transportation	Oppose	Would effectively terminate state bond funding for high-speed rail.  Bill held in committee.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1780</a>  Amended: 3/28/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Medina D</a>  (Dist 61)	Greenhouse Gas Reduction Fund: trade corridors. Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation.	Assembly Dead	New - Recommend Delete from Matrix	Establishes a new dedication of 25% of cap and trade funding to a new trade corridor program.  Amended to 20% of cap and trade funds to align with AB 2071 (Frazier) pertaining to trade corridors.  MTC staff are recommending a support position on this bill with the amendment to lower the amount to 20% of cap and trade funds. MTC's adopted cap and trade framework includes a line item for goods movement projects, and this funding could provide matching funds for the new federal competitive freight program FASTLANE.
<a href="#">AB 1813</a>  Introduced: 2/8/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (Dist 11)	High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.	Senate Transportation and Housing	Watch	Adds 2 new appointees to serve in an ex officio capacity on the high-speed rail authority.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1815</a>  Amended: 5/2/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo</a> D  (Dist 30)	California Global Warming Solutions Act of 2006: disadvantaged communities.  Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.	Assembly Dead	New - Recommend Delete from Matrix	Requires the ARB to post on the internet the listing of cap and trade projects funded to benefit disadvantaged communities.  Amendments delete the web posting requirement for ARB and to provide technical assistance to communities to better compete for cap and trade funds.
<a href="#">AB 1818</a>  Introduced: 2/8/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez</a> R  (Dist 67)	Transportation funds.  Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a non-substantive change to this provision.	Assembly Dead	New - Recommend Delete from Matrix	This spot bill appears to address future changes to the State's STIP development process.

San Francisco County Transportation Authority

June 2016

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<a href="#">AB 1833</a>  Amended: 4/25/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R  (Dist 60)	Transportation projects: environmental mitigation. Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.	Assembly Dead	New - Recommend Delete from Matrix	This bill is similar to a provision in the Governor's Transportation Plan that will facilitate approval of transportation projects in the CECQA analysis phase. While the Governor's plan contains a funding commitment for the Advanced Mitigation Program (AMP), this bill does not. While most local Conservation Plans have been developed utilizing local resources to fund implementation, there remains value to the concept in the bill as it compels coordination by state agencies to assist in the necessary approvals.

San Francisco County Transportation Authority

June 2016

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<p><a href="#">AB 1851</a></p> <p>Amended: 4/13/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Gray D</a>  (Dist 21)</p>	<p>Vehicular air pollution: reduction incentives. Would, for purposes of the Clean Vehicle Rebate Project, require the State Air Resources Board, until January 1, 2026, to provide specified rebate amounts for battery electric vehicles, fuel-cell vehicles, and plug-in hybrid electric vehicles and to implement a process to allow eligible applicants to obtain prompt preapproval from the state board prior to purchasing an eligible vehicle, as specified.</p>	<p>Assembly Dead</p>	<p>New - Recommend Delete from Matrix</p>	<p>Revises the incentives for consumers seeking to purchase zero-emission vehicles, including (1) a new rebate program, limited to vehicles that cost less than \$60,000; (2) elimination of the value of a trade-in for sales tax purposes if purchasing a qualified ZEV, and (3) elimination of the cap on Green Stickers for access to HOV lanes. This bill was amended to remove the rebate program limitation to vehicles that cost less than \$60,000. The amendment restricts the rebate to the first \$60,000 in value for eligible vehicles.</p> <p>We had previously adopted a position to seek amendment to remove the elimination of the cap on Green Stickers for access to the HOV lanes as it dilutes the effectiveness of those lanes.</p>

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 1866</a>  Introduced: 2/10/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wilk</a> R  (Dist 38)	High-speed rail bond proceeds: redirection: water projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	Assembly Transportation	Oppose	Essentially brings the High-speed Rail Project to an end by transferring remaining bond funds to pay off bond debt.  Failed passage but reconsideration granted by committee.
<a href="#">AB 1886</a>  Amended: 5/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">McCarty</a> D  (Dist 7)	California Environmental Quality Act: transit priority projects. CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.	Senate Rules	Support	The bill relaxes the CEQA exemption for Transit Priority projects within 1/2 mile of a transit stop by expanding the requirement that the subject parcel may have 50% of its property at a distance greater than 1/2 mile, rather than 25% of its property.
<a href="#">AB 1889</a>  Amended: 3/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin</a> D  (Dist 22)	Peninsula Rail Transit District. Current law, operative under certain conditions, re-designates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal obsolete provisions relating to the Peninsula Rail Transit District.	Senate Transportation and Housing	Watch	This is a technical bill eliminating an obsolete body of law referring to the Peninsula Rail District.  May be amended to address High-speed Rail Authority blended Senate funding.



**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 1938</a>  Introduced: 2/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Baker</a> R  (Dist 16)	Toll facilities: Metropolitan Transportation Commission Current law authorizes the Bay Area Toll Authority to make direct contributions to the Metropolitan Transportation Commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.	Assembly Dead	New - Recommend Delete from Matrix	Under current law, BATA may provide toll revenues and other direct contributions (e.g. personnel service, office space) to MTC to carry out BATA's functions consistent with certain limitations. This bill expands those limitations to any BATA revenues derived from bridge tolls, fees, or taxes.
<a href="#">AB 1964</a>  Amended: 5/5/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (Dist 50)	High-occupancy vehicle (HOV) lanes: vehicle exceptions. Current law authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	Senate Transportation and Housing	Oppose	This bill extends the privilege of white sticker vehicles to access HOV lanes by 10 years to 2029. White stickers apply to pure electric and natural gas vehicles only. We feel the most effective way to incentivize clean vehicle usage is at the point of purchase. Access to HOV lanes dilutes the effectiveness of these lanes.  MTC staff are recommending an oppose unless amended position, unless the number of stickers is capped, with a sunset date no later than the end of 2021.
<a href="#">AB 1982</a>  Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (Dist 50)	California Transportation Commission: membership. Would expand the membership of the California Transportation Commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, communities with diverse racial and ethnic populations and communities with low-income populations.	Assembly Dead	New - Recommend Delete from Matrix	Originally authorized that cap and trade funds may be expended on traffic signal synchronization projects.  Amended to expand CTC membership.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 2014</a>  Amended: 4/13/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez</a> R  (Dist 67)	Freeway Service Patrol Program Assessment. Would, by June 20, 2018, and every 5 years thereafter, require the Department of Transportation to publish and submit to the Legislature and the Department of Finance, as specified, a statewide Freeway Service Patrol Program Assessment that would, among other things, identify, quantify, and analyze existing freeway service patrols, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program, as specified.	Assembly Dead	New - Recommend Delete from Matrix	Provides a process for determining Freeway Service Patrol (FSP) needs on an ongoing basis.
<a href="#">AB 2034</a>  Amended: 3/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Salas</a> D  (Dist 32)	Department of Transportation: environmental review process: federal program. Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. This bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.	Senate Transportation and Housing	Support	Since 2007 Caltrans has assumed federal responsibility for NEPA actions under a pilot program administered by FHWA/USDOT. This bill extends the acceptance of the delegation of authority indefinitely.
<a href="#">AB 2049</a>  Introduced: 2/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Melendez</a> R  (Dist 67)	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.	Assembly Tran sportation	Oppose	Effectively brings the high-speed rail program to an end.  Failed passage, committee granted reconsideration.

San Francisco County Transportation Authority

June 2016

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<a href="#">AB 2088</a>  Amended: 4/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R  (Dist 60)	Vehicles: hit-and-run accidents: pleas. Current law requires the driver of a vehicle involved in an accident involving only damage to property, or a person who parks a vehicle that becomes a runaway vehicle and damages property, to stop, as applicable, and fulfill specified reporting requirements. Current law provides that failure to fulfill those requirements is a crime. Current law authorizes a court to suspend the driving privileges of a person convicted of a violation of that provision for not more than 6 months. This bill would require a prosecutor who agrees to accept a plea of guilty or nolo contendere from a defendant for a charge of a violation of the latter provision described above in satisfaction of, or as a substitute for, a charge for a violation of the former provision to state on the record whether the defendant was involved in an accident in which a person was injured.	Senate Public Safety	Watch	This bill would require the court to suspend the driving privilege for six months, or impose an appropriate period of community service, for any person who pleads guilty or nolo contendere (no contest) to a hit and run with property damage, if the charge is a substitute for, or in satisfaction of, a charge of hit and run resulting in injury or death.
<a href="#">AB 2090</a>  Amended: 5/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo</a> D  (Dist 30)	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.	Senate	Watch	Expands the use by transit agencies of cap and trade funds for bus or rail service in the face of declared fiscal emergency; the agency board must state that the funds are for use in the calendar year requested, make a finding that the reduction of transit service would increase GHG reductions due to mode shift, and state that the board would reduce or eliminate service if the funding were not provided.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 2094</a>  Amended: 3/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Obernolte</a> R  (Dist 33)	Transportation: Greenhouse Gas Reduction Fund: state and local transportation funds.  Would, beginning in the 2016-17 fiscal year, transfer \$1 billion annually from the Greenhouse Gas Reduction Fund to the Retail Sales Tax Fund, subject to specified conditions, and would state that the transferred revenues shall be considered part of the revenues allocated to local transportation funds from the Retail Sales Tax Fund. The bill, in each fiscal year in which that transfer occurs, would also continuously appropriate \$1 billion from the Retail Sales Tax Fund for allocation to state highway and local street and road purposes.	Assembly Dead	New - Recommend Delete from Matrix	This is a new transportation funding approach to transfer funds between various accounts to “free up” \$1 billion for street and roads programs.  Local Transportation Development Act (TDA) funds (1/4% of sales tax) would be supplemented by GGRF in the amount of \$1 billion; then, sales tax revenues would be allocated from the TDA to road programs.
<a href="#">AB 2126</a>  Introduced: 2/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin</a> D  (Dist 22)	Public contracts: Construction Manager/General Contractor contracts.  Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services	Senate Transportation and Housing	Support	Expands the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 2170</a>  Amended: 3/15/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	Trade Corridors Improvement Fund: federal funds. Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.	Senate Rules	Watch	Directs the new federal aid funds in the national freight program to the Trade Corridors account.  MTC staff are recommending a support position on this bill. MTC's adopted cap and trade framework includes a line item for goods movement projects, and this funding could provide matching funds for the new federal competitive freight program FASTLANE.
<a href="#">AB 2222</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Holden</a> D  (Dist 41)	Greenhouse Gas Reduction Fund: Transit Pass Program. Would establish the Transit Pass Program to be administered by the Department of Transportation with moneys from the Greenhouse Gas Reduction Fund, upon appropriation, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department, in coordination with the state board, to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions.	Assembly Third Reading	Watch	Originally required \$50 million in cap and trade to be allocated annually to Caltrans to fund transit passes.  Amendments continue to authorize transit pass funding, subject to future appropriation.

San Francisco County Transportation Authority

June 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 2289</a>  Introduced: 2/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	Senate Transportation and Housing	Support	This bill is based on a recent recommendation by the CTC in its annual report. The bill would add capital projects to improve highway operations as eligible for use of state highway funds. Examples include: lane management systems, changeable message signs, ramp meters, and similar devices and facilities specifically focused on improving operations.
<a href="#">AB 2292</a>  Amended: 4/14/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gordon</a> D  (Dist 24)	California Global Warming Solutions Act of 2006: disadvantaged communities. Would require the California Environmental Protection Agency (CalEPA), no later than July 1, 2017, to update the California Communities Environmental Health Screening Tool to include specified factors, using the best-available data, when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.	Assembly Dead	New - Recommend Delete from Matrix	The bill attempts to address perceived weaknesses in the present identification of disadvantaged communities (DACs) for use in allocating cap and trade funding. This is achieved by broadening the factors used by CalEPA to also include areas in the state with high poverty rates, rent burden and cost of living. It moves in the right direction, but isn't expected to materially change the methodology such that it better aligns with areas commonly known as DACs in the Bay Area.
<a href="#">AB 2343</a>  Amended: 4/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia,</a> <a href="#">Cristina</a> D  (Dist 58)	Greenhouse Gas Reduction Fund: study. Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the Greenhouse Gas Reduction Fund. This bill would require the department to include additional data in that annual report, as specified.	Assembly Dead	New - Recommend Delete from Matrix	Amended to require the Department of Finance to provide an annual status report on Cap and Trade projects. Previously was spot bill.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 2374</a>  Introduced: 2/18/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (Dist 17)	Construction Manager/General Contractor method: regional transportation agencies: ramps.  Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.	Senate Transportation and Housing	Sponsor/ Support	Amends current law that allows local transportation agencies to use CM/GC to specifically permit CM/GC use on "ramps". This would apply to the Yerba Buena Island phase II, which the SFCTA is leading on behalf of the Treasure Island Development Authority
<a href="#">AB 2411</a>  Amended: 5/27/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (Dist 11)	Transportation revenues.  Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2017, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.	Senate	Watch	Recaptures approximately \$45 million annually that has been dedicated to the general fund to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 2509</a>  Amended: 4/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting</a> D  (Dist 19)	Operation of bicycles: speed. Current law requires a person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time to ride as close as practicable to the right-hand curb or edge of the roadway except in specified situations. Current law further authorizes a person operating a bicycle upon a roadway of a highway that carries traffic in one direction only and has two or more marked traffic lanes to ride as close to the left-hand curb or edge of that roadway as practicable. This bill would expand the exceptions to riding as close as practicable to the right-hand curb or roadway edge to include, among others, when riding in class I, class II, or class IV bikeways, as specified.	Senate Transportation and Housing	Watch	Provides bike riders with more flexibility to the requirement that they ride as close to curb or roadway edge when traveling class, I, II, or IV bikeways.
<a href="#">AB 2542</a>  Amended: 3/15/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto</a> D  (Dist 43)	Streets and highways: reversible lanes. Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.	Senate Transportation and Housing	Watch	This author is attempting to compel transportation agencies to consider “reversible lanes” when developing a capacity increasing roadway project.



**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 2586</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a>  (Dist 43)	Parking. Current law authorizes parking, for up to the posted time limit, in any parking space that is regulated by an inoperable parking meter or an inoperable parking payment center, as defined, until January 1, 2017. Current law prohibits, until January 1, 2017, a local authority from enacting an ordinance or resolution prohibiting or restricting the parking of vehicles under the above circumstances. This bill would delete the January 1, 2017, date of repeal for the above provisions, and thus extend those provisions indefinitely. This bill contains other related provisions and other existing laws.	Assembly Third Reading	Watch	This bill would make a series of changes to the way local governments manage and enforce parking laws and is billed as a “Parking Bill of Rights” to address a variety of parking-related activities, including allowing parking at inoperable meters and prohibiting valet services from preventing use of public metered spaces.  SFMTA was seeking amendments to this bill to restrict free parking at broken meters to two hours in order to reduce the incentive for vandalism at parking meters without time limits. Since the author did not incorporate the proposed amendments, SFMTA is intending to request that the City oppose the bill in July.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 2602</a>  Amended: 5/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a>  (Dist 43)	Disabled parking placards. Current law authorizes a disabled person or disabled veteran to apply to the Department of Motor Vehicles (DMV) for the issuance of a distinguishing license plate or placard that entitles the person or veteran to various privileges, including parking in spaces designated for owners of those license plates and placards, parking for unlimited periods in a restricted zone, as specified, and parking in metered spaces without paying parking meter fees. Commencing January 1, 2018, this bill would delete the authority of a disabled person or disabled veteran who has been issued a placard as described above to park for an unlimited period in restricted zones and to park in metered spaces without paying parking meter fees.	Assembly Dead	New - Recommend Delete from Matrix	The bill creates a two-tiered disabled person parking system whereby only those persons with disabilities that severely limit mobility and dexterity may qualify for free and unlimited parking at metered spaces.  SFMTA was seeking a support position on this bill as it is consistent with the recommendations made by the Accessible Parking Policy Advisory Committee stakeholder group.
<a href="#">AB 2722</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Burke D</a>  (Dist 62)	Transformative Climate Communities Program. Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities that have a demonstrated need for climate, economic, workforce, health, and environmental benefits.	Assembly Third Reading	Watch	Originally this bill appropriated \$250 million in cap and trade funds for a new competitive grant program for transformative climate community plans in disadvantaged communities.  Amended to delete from the appropriation.  We will continue to work with the state to change the definition of DACs to better match what we commonly consider to be DACs in San Francisco.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 2742</a>  Introduced: 2/19/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nazarian D</a>  (Dist 46)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.	Assembly Dead	New - Recommend Delete from Matrix	Extends public-private partnership (P3) authority to 2030 from 2017.
<a href="#">AB 2783</a>  Amended: 4/25/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Garcia, Eduardo D</a>  (Dist 56)	Affordable Housing and Sustainable Communities Program. Current law requires the Strategic Growth Council to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill would require the Strategic Growth Council to consider revisions to the guidelines and selection criteria with respect to affordable housing projects that qualify under the program's rural innovation project area, as specified, and to provide a written explanation to the Assembly Committee on Housing and Community Development by March 1, 2017, if the council determines that it will not make the revisions.	Senate Rules	Watch	Amended to require that the SGC amend its cap and trade allocation guidelines related to density requirements for affordable housing. Bill leaves intact existing density requirements, but for rural innovation program areas directs a loosening of the density to permit the projects to qualify for AHSC.  MTC has adopted an oppose position on this bill, given that lowering density requirements undermines the goal of reducing greenhouse gas emissions by boosting the availability of affordable housing near transit

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 2796</a>  Amended: 4/4/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (Dist 50)	Active Transportation Program. Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities and a minimum of 10% of all available Active Transportation Program funds to be programmed for non-infrastructure purposes, except as provided.	Senate Rules	Watch	Dedicates 5% of current funding for distributing Active Transportation Program allocation for award to DACs for planning and community engagement. This bill includes a new minimum award requirement of 10% of funds for non-infrastructure projects.  The SFMTA has adopted, through the City, a support position on this bill.
<a href="#">AB 2847</a>  Amended: 5/23/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Patterson</a> R  (Dist 23)	High-Speed Rail Authority: reports. Current law requires the High-Speed Rail Authority (HSRA), on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	Senate Transportation and Housing	Watch	Amended to require that the HSRA business plan to provide financial projections for each segment in the system.  Previously would have authorized a Caltrans pilot program to transfer operations and maintenance responsibility on specific state highways to local jurisdictions.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">AB 2857</a>  Introduced: 2/19/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chu D</a>  (Dist 25)	Transportation network companies: delivery of commodities. Current law creates the Public Utilities Commission with various powers and duties relative to transportation, including, among other responsibilities, regulation of transportation network companies and those engaged in the private transportation of persons or property. This bill would declare the intent of the Legislature to enact legislation that promotes public safety and accountability for transportation network companies utilizing peer-to-peer mobile services to deliver commodities such as food or clothing.	Assembly Dead	New - Recommend Delete from Matrix	This is an intent bill to later draft legislation related to TNC companies that deliver commodities.
<a href="#">ABX1 1</a>  Introduced: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo D</a>  (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Print	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.
<a href="#">ABX1 2</a>  Introduced: 6/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea D</a>  (Dist 0)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Assembly Print	Support	Extends public-private partnership law indefinitely.  Similar to SBX 1 14 (Cannella).

**San Francisco County Transportation Authority**

**June 2016**

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

**San Francisco County Transportation Authority**

**June 2016**

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

**San Francisco County Transportation Authority**

**June 2016**

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



San Francisco County Transportation Authority

June 2016

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

**San Francisco County Transportation Authority**

**June 2016**

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

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">ABX1 24</a>  Introduced: 9/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a>  (Dist 10)	Bay Area Transportation Commission: election of commissioners. This bill, effective January 1, 2017, would re-designate the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill, effective January 1, 2017, would delete the Bay Area Toll Authority's (BATA's) status as a separate entity from the MTC and merge the authority into the Bay Area Transportation Commission.	Assembly Print	Oppose	The author introduced this bill to address his perception that MTC, as an appointed body, does not adequately reflect the mobility and planning needs of the San Francisco Bay region. His solution is to require that MTC merge with BATA and report to an elected body.  We recommended an oppose position because the proposed new structure would likely upset the current balance of urban and nonurban interests on the MTC in favor of the suburbs - and would have the effect of disadvantaging San Francisco and making it even harder to do effective regional planning.
<a href="#">ABX1 25</a>  Introduced: 1/11/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen, Travis R</a>  (Dist 72)	Shuttle services: loading and unloading of passengers. Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Assembly Print	Oppose	A 2nd bill by the author to replace AB 61 related to shuttle service buses. Bill is also same as AB 1641 (Allen, Travis).  SFMTA supports legislative measures to ensure the Commuter Shuttle Program, as agreed upon by the BOS and the SFMTA in 2016, can continue without litigation on the issue of shuttles using red zones.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">ACA 4</a>  Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	Local government transportation projects: special taxes: voter approval. Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.	Assembly Appropriations Suspense File	Support	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.
<a href="#">SB 39</a>  Amended: 4/8/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Pavley</a> D  (Dist 27)	Vehicles: high-occupancy vehicle lanes. Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Assembly Transportation	Oppose	The bill would expand the amount of HOV lane access decals for clean vehicles. 2014 saw the number of decals permitted increase from 40,000 to 70,000.  A budget trailer bill in 2015 was approved to accomplish this.
<a href="#">SB 321</a>  Amended: 8/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Motor vehicle fuel taxes: rates: adjustments. Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Senate Inactive File	Support	This bill would provide more flexibility to the Board of Equalization in establishing annual gas excise tax rates by extending the period from 3 to 5 years to ensure "revenue neutrality". This would address the volatility now observed in the annual tax-rate-setting process.  MTC has adopted a support position on this bill.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 344</a>  Amended: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Monning</a> D  (Dist 17)	Commercial driver's license: education. Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Assembly 2 year	Watch	MTC has adopted a support position on this bill.
<a href="#">SB 433</a>  Amended: 5/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill</a> R  (Dist 8)	Motor vehicle fuel taxes: diesel fuel taxes: rates: adjustments. Would, for the 2016-17 fiscal year to the 2020 -21 fiscal year, inclusive, on or before May 15 of the fiscal year immediately preceding the applicable fiscal year, instead require the Department of Finance to adjust the motor vehicle fuel tax rate as described above, and would require the department to notify the board of the rate adjustment effective for the state's next fiscal year, as provided. This bill contains other related provisions and other existing laws.	Assembly 2 year	Watch	Shifts responsibility from Board of Equalization to Department of Finance for determining annual gas tax rate.
<a href="#">SB 564</a>  Introduced: 2/26/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</a> R  (Dist 12)	Vehicles: school zone fines. Current law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified.	Assembly 2 year	Support	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.  SFMTA has also adopted a support position on this bill.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 773</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen D</a>  (Dist 26)	Vehicles: registration fraud. Would, until January 1, 2020, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Assembly Transportation	Watch	MTC has adopted a support position on this bill.
<a href="#">SB 812</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill D</a>  (Dist 13)	Charter-party carriers of passengers: passenger stage corporations: private carriers of passengers. Would require the Department of the California Highway Patrol, if a tour bus or modified limousine carrier has received an unsatisfactory compliance rating for 3 consecutive terminal inspections, as specified, to recommend to the commission that the carrier's operating authority be suspended, denied, or revoked, or to the United States Department of Transportation that appropriate administrative action be taken against the carrier's interstate operating authority, whichever is appropriate.	Assembly	Support	This is a major overhaul of the statutes that govern tour bus safety. The bill imposes more direct fee-setting authority based on costs to administer the safety program; gives new priority to inspections to prioritize new buses at companies with history of noncompliance and requires 25% of bus inspection to be unannounced.  The SFMTA has taken a support position on this bill.

San Francisco County Transportation Authority

June 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 824</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Low Carbon Transit Operations Program. Would authorize a recipient transit agency that does not submit an expenditure for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, or to apply to the Department of Transportation to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified.	Assembly	Support	The bill is intended to permit transit agencies more flexible use of formula transit funds from GGRF, including the ability to pool small formula shares among agencies to make identification of an eligible project and administration of the funds easier. Recent amendments remove the ability to pool resources from the legislation.  MTC staff are recommending a support and seek amendment position on this bill, to broaden the definition of disadvantaged communities. SFMTA has taken a support position on this bill.
<a href="#">SB 882</a>  Amended: 5/31/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hertzberg</a> D  (Dist 18)	Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.	Senate Third Reading	Watch	This bill would prohibit minors from being charged with either an infraction or misdemeanor for a transit fare violation.  Latest amendment would restore language related to administrative adjudication.

San Francisco County Transportation Authority

June 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 885</a>  Amended: 5/10/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wolk</a> D  (Dist 3)	Construction contracts: indemnity. Would specify, with certain exceptions, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. The bill would prohibit these provisions from being construed to affect any duty of a design professional to pay a reasonable allocated share of defense fees and costs with respect to claims and lawsuits alleging negligence, recklessness, or willful misconduct of the design professional, as specified.	Assembly	Oppose	This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.  SB 885 seeks to allow design professionals to avoid defense costs in lawsuits involving mixed claims against multiple parties. It would fundamentally shift private sector risk to the taxpayer, significantly increasing public sector legal costs. As it is passing quickly through Committee we will aggressively work to oppose this bill this month.
<a href="#">SB 903</a>  Introduced: 1/21/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Nguyen</a> R  (Dist 34)	Transportation funds: loan repayment. Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	Watch	The bill adapts a provision from the Governor's Transportation Plan that establishes a requirement that outstanding General Fund loans be repaid, but by 6/30/16.  This loan repayment was proposed by the Governor on a longer timeline.



**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 951</a>  Amended: 4/26/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">McGuire</a> D  (Dist 2)	Transportation: Golden State Patriot Passes Program. Would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements.	Senate Dead	New - Recommend Delete from Matrix	Creates the Golden State Patriot Passes Program, administered by Caltrans, to provide free access to transit services for veterans and requires Caltrans, by January 1, 2018, to select three transit operator applicants to receive program funding.
<a href="#">SB 986</a>  Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill</a> D  (Dist 13)	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would require that a violation of this provision for a right turn or a left turn from a one-way street onto a one-way street is punishable by a fine of \$35.	Assembly Desk	Oppose	This bill would lower the fines for right turn and left turn from a one-way street onto a one-way street violations of red light stopping law from \$100 to \$35.  SFMTA has taken an oppose position on this bill because of its potential to work against the city's Vision Zero goals.
<a href="#">SB 998</a>  Amended: 5/3/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wieckowski</a> D  (Dist 10)	Vehicles: mass transit guideways. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program.	Assembly Transportation	Watch	Expands restrictions on vehicles from stopping at certain locations to include transit guideways.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 1051</a>  Amended: 5/10/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock</a> D  (Dist 9)	Vehicles: parking enforcement: video image evidence. The bill would authorize enforcement of parking violations in transit-only lanes through use of video to the Alameda-Contra Costa Transit District, thereby authorizing the district to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce violations occurring in transit-only traffic lanes and the authority for both the district and the City and County of San Francisco to implement an automated enforcement system to enforce violations occurring at bus stops on January 1, 2022. This bill would require, under designated circumstances, the district and the City and County of San Francisco to submit to the transportation and judiciary committees of the Legislature evaluations of the automated enforcement system's effectiveness, impact on privacy, cost to implement, and generation of revenue, no later than January 1, 2021.	Assembly Transportation	New – Recommend Watch	This bill allows, until January 1, 2022, the Alameda-Contra Costa Transit District (AC Transit) to enforce parking violations in transit-only traffic lanes and allows AC Transit and the City and County of San Francisco to enforce parking violations in bus stops using video cameras. Imposes a sunset date in 2022, with quantitative reports from both agencies due in 2021.
<a href="#">SB 1066</a>  Introduced: 2/16/2016  <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funds: fund estimates. Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program (STIP), and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.	Assembly Transportation	Support	Adds new Federal transportation funds to revenues that must be included revenues estimate for the STIP.

**San Francisco County Transportation Authority**

**June 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">SB 1128</a>  Introduced: 2/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Glazer</a> D  (Dist 7)	Commuter benefit policies. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.	Assembly Transportation	Support	Extends the commute benefits ordinance authority for MTC/ABAG indefinitely.  MTC has taken a support position on this bill.
<a href="#">SB 1141</a>  Amended: 4/5/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Moorlach</a> R  (Dist 37)	State highways: transfer to local agencies: pilot program. Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, may be selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to the county or to a regional transportation agency that has jurisdiction in the county.	Senate Dead	New - Recommend Delete from Matrix	Creates a pilot program for Caltrans to turn over its operation and maintenance of state highways in 2 counties for a period of 5 years.  This bill is similar to ABX1 16.
<a href="#">SB 1208</a>  Introduced: 2/18/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates</a> R  (Dist 36)	California Transportation Commission (CTC). Current law creates the CTC, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a non-substantive change to this provision.	Senate Dead	New - Recommend Delete from Matrix	Spot bill related to the CTC.

San Francisco County Transportation Authority

June 2016

Bill #	Author	Description	Status	Position	Comments
<a href="#">SB 1259</a>  Amended: 4/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner</a> R  (Dist 21)	Vehicles: toll payment: veterans. Would exempt vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Assembly Veterans Affairs	Oppose	Addresses vehicles operated by a veteran with a special decal to the exemption of requirement to pay tolls. Recommending an oppose position because of possibility of fraud (seen in other jurisdictions) and associated decrease in toll revenue.  MTC has adopted an oppose position on this bill
<a href="#">SBX1 1</a>  Amended: 4/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding: environmental mitigation: oversight. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.  The recent amendments included significant new revenues for transportation, including transit. The amended bill eliminates the Board of Equalization's annual adjustment of the gas excise tax, raises the gas excise tax 6 cents per gal., and indexes it to inflation. It also raises the diesel excise tax by 22 cents per gallon and sales tax by 5.25%. The VRF is increased by \$35, and new annual \$100 zero-emission vehicles fee and annual road access fee of \$35 per vehicle are introduced. Additional cap and trade funds are dedicated to the Transit and Intercity Rail Capital program and to the Low Carbon Transit Operations Program.	Senate Appropriations	Support/ Seek Amendments	Latest amendments reflect a major new state/local transportation funding bill. It would provide \$5.5 billion annually and \$1 billion in one-time revenue to fund state and local road repair, transit capital and operations, trade corridors, and job training.

San Francisco County Transportation Authority

June 2016

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<a href="#">SBX1 2</a>  Introduced: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff</a> R  (Dist 29)	Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.	Senate Transportation and Infrastructure Development	Oppose	The bill seeks to transfer from current cap and trade permanent allocations for High-speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways.  The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to a fuel tax of 10 cents per gallon.  The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.
<a href="#">SBX1 4</a>  Amended: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">SBX1 5</a>  Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Assembly Desk	Watch	Special session spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
<a href="#">SBX1 7</a>  Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen</a> D  (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate.  Bill is the same as ABX1 8 (Chiu).
<a href="#">SBX1 8</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill</a> D  (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1) transit capital (2) transit operation.  Bill is the same as ABX1 7 (Nazarian).

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">SBX1 10</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bates</a> R  (Dist 36)	Regional transportation capital improvement funds. Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.	Senate Transportation and Infrastructure Development	Watch	This bill would transfer regional State Transportation Improvement Program (STIP) funds directly to Metropolitan Planning Organizations (MPOs) for allocation to county projects.
<a href="#">SBX1 11</a>  Amended: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Berryhill</a> R  (Dist 8)	Environmental quality: transportation infrastructure. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions	Senate Transportation and Infrastructure Development	Watch	Broadens current law to provide CEQA exemption for safety and repairs on roadways that is within the road footprint.
<a href="#">SBX1 12</a>  Amended: 8/20/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Runner</a> R  (Dist 21)	California Transportation Commission (CTC). Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	Senate Appropriations	Watch	Re-establishes independence of CTC from the Transportation Agency.  This bill is similar to AB 1364 (Linder), ABX1 19 (Linder), and SB 1320 (Runner).

**San Francisco County Transportation Authority**

**June 2016**

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<a href="#">SBX1 13</a>  Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Vidak</a> R  (Dist 14)	Office of the Transportation Inspector General. Would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	Senate Appropriations	Watch	Creates a new Inspector General office to oversee effectiveness of Caltrans and High-speed Rail Authority.
<a href="#">SBX1 14</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</a> R  (Dist 12)	Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.	Senate Transportation and Infrastructure Development	Watch	Extends current public-private partnership law indefinitely.
<a href="#">SCAX1 1</a>  Introduced: 6/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Huff</a> R  (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	Intended to protect new revenues generated by new transportation taxes or fees.

**Total Measures: 109**

**Total Tracking Forms: 109**