

**San Francisco County Transportation Authority  
October 2016**

**New Bills – Special Session**

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

We are not recommending adoption of any new positions, but are adding one bill to watch.

Additional detail on the new bill is highlighted in the attached state legislative matrix. The Special Session has until November 30<sup>th</sup> to act on the bills under consideration.

<b>Recommended Positions</b>	<b>Bill # Author</b>	<b>Keywords and Comments</b>
Watch	<a href="#">ABX1 26</a> <a href="#">Frazier</a> D	Transportation Funding. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system by increasing fuel taxes and vehicle registration fees among other changes

**Total New Bills in Tracking: 1**

**Final Status of Regular Session Bills**

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

The legislative session ended on September 30<sup>th</sup>. No new bills will be introduced until the 2017-18 Regular Session is convened in December 2016. Below is a summary of the status of bills the Transportation Authority had taken a position on.

All bills that have been chaptered or vetoed, or that are dead, will be removed from the matrix.

<b>Adopted Positions</b>	<b>Bill # Author</b>	<b>Status</b>	<b>Keywords and Comments</b>
Support	<a href="#">AB 516</a> <a href="#">Mullin</a> D	Chaptered	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.
Support	<a href="#">AB 1574</a> <a href="#">Chiu</a> D	Dead	Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles, in issuing or renewing a commercial vehicle registration, to require the owner of a bus, limousine, or modified limousine used by a charter-party carrier of passengers or a passenger stage corporation to disclose the name of the carrier or corporation that will be using the vehicle in its operations.
Support	<a href="#">AB 1591</a> <a href="#">Frazier</a> D	Dead	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.
Oppose	<a href="#">AB 1641</a> <a href="#">Allen,</a> <a href="#">Travis</a> R	Dead	Shuttle services: loading and unloading of passengers. This bill would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.
Support	<a href="#">AB 1677</a> <a href="#">Ting</a> D	Chaptered	Vehicles: tour buses: safety inspections. This bill would require the Department of the California Highway Patrol 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.

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<b>Adopted Positions</b>	<b>Bill # Author</b>	<b>Status</b>	<b>Keywords and Comments</b>
Oppose	<a href="#">AB 1768</a> <a href="#">Gallagher</a> R	Dead	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.
Oppose	<a href="#">AB 1866</a> <a href="#">Wilk</a> R	Dead	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.
Support	<a href="#">AB 1886</a> <a href="#">McCarty</a> D	Dead	California Environmental Quality Act: transit priority projects. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase to 50% the capped percentage of all parcels within a project farther than 1/2 a mile from a transit stop or corridor.
Oppose	<a href="#">AB 1964</a> <a href="#">Bloom</a> D	Dead	High-occupancy vehicle lanes: vehicle exceptions. 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.
Support	<a href="#">AB 2034</a> <a href="#">Salas</a> D	Dead	Department of Transportation: environmental review process: federal program. This bill would extend, indefinitely, the State of California's consent to the jurisdiction of the federal courts as a participant in the surface transportation project delivery program.
Oppose	<a href="#">AB 2049</a> <a href="#">Melendez</a> R	Dead	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.
Support	<a href="#">AB 2126</a> <a href="#">Mullin</a> D	Chaptered	Public contracts: Construction Manager/General Contractor contracts. This bill would expand the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.
Support	<a href="#">AB 2289</a> <a href="#">Frazier</a> D	Chaptered	Department of Transportation: capital improvement projects. This bill would add to the state highway operation and protection program capital projects relative to the operation of state highways and bridges.
Sponsor/ Support	<a href="#">AB 2374</a> <a href="#">Chiu</a> D	Chaptered	Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system.
Support	<a href="#">ACA 4</a> <a href="#">Frazier</a> D	Dead	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.
Oppose	<a href="#">SB 39</a> <a href="#">Pavley</a> D	Dead	Vehicles: high-occupancy vehicle lanes. This bill would increase the number of clean vehicle decals that the DMV is authorized to issue to an unspecified amount.

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<b>Adopted Positions</b>	<b>Bill # Author</b>	<b>Status</b>	<b>Keywords and Comments</b>
Support	<a href="#">SB 321</a> <a href="#">Beall</a> D	Dead	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.
Support*	<a href="#">SB 564</a> <a href="#">Cannella</a> R	Chaptered	*This bill was amended to no longer relate to transportation. North Fork Kings Groundwater Sustainability Agency Act. Would create the North Fork Kings Groundwater Sustainability Agency.
Oppose	<a href="#">SB 885</a> <a href="#">Wolk</a> D	Dead	Contracts: design professionals: indemnity. 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.
Oppose	<a href="#">SB 986</a> <a href="#">Hill</a> D	Dead	Vehicles: right turn violations. 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.
Support	<a href="#">SB 1066</a> <a href="#">Beall</a> D	Dead	Highway safety. This bill would add new Federal transportation funds to revenues that must be included revenues estimate from the STIP.
Support	<a href="#">SB 1128</a> <a href="#">Glazer</a> D	Chaptered	Commute benefit policies. This bill extends the commute benefits ordinance authority for MTC/ABAG indefinitely.
Oppose	<a href="#">SB 1259</a> <a href="#">Runner</a> R	Dead	Vehicles: toll payment: veterans. This bill 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.

## San Francisco County Transportation Authority

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### Final Status of Bills of Interest – Regular Session; Special Session Continues Until November 30<sup>th</sup>

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

The regular legislative session ended on September 30<sup>th</sup>, though the Special Session will continue until November 30<sup>th</sup>. No new bills will be introduced until the 2017-18 Regular Session is convened in December 2016. Below is a summary of the status of bills the Transportation Authority had taken a position on. All bills that have been chaptered or vetoed, or that are dead, will be removed from the matrix. We are recommending a watch position on one new special session bill, ABX1 26 (Frazier).

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</a> D  (Dist 49)	Lost money and goods: bicycles: restoration to owner. Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances.	Dead	Watch; Recommend Delete from Matrix	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</a> D  (Dist 22)	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws.	Chaptered	Support; Recommend Delete from Matrix	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.

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<a href="#">AB 620</a>  Chaptered: 9/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, Roger D</a>  (Dist 48)	High-occupancy toll lanes: exemptions from tolls. Would require Los Angeles County Metropolitan Transportation Authority 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.	Assembly Chaptered	Watch; Recommend Delete from Matrix	Expands LA Metro authority relative to HOT Lanes in their jurisdiction, requiring the agency to provide assistance to transit users and commuters of law and moderate income.  Amended to allow LACMTA flexibility in providing low income assistance.
<a href="#">AB 650</a>  Vetoed: 9/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a>  (Dist 28)	Taxicab transportation services. Current law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each city or county to provide for a policy for entry into the business of providing taxicab transportation service, establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers, as specified. This bill would make those provisions inapplicable to a city or county, other than the City and County of San Francisco, on the date upon which the Director of Finance notifies the Speaker of the Assembly and the President pro Tempore of the Senate of the completion of a state reorganization of transportation duties from the Public Utilities Commission to other agencies, if taxicab transportation services are included in the reorganization.	Assembly Vetoed	Watch; Recommend Delete from Matrix	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.
<a href="#">AB 828</a>  Amended: 6/30/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Low D</a>  (Dist 28)	Vehicles: transportation services. Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to for-hire passenger transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market among 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 Dead	Watch; Recommend Delete from Matrix	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.

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Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 869</a>  Amended: 6/18/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cooper D</a>  (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 Dead	Watch; Recommend Delete from Matrix	Provides additional flexibility to transit agencies that seek to use the administrative adjudication process (transit court).
<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 Dead	Watch; Recommend Delete from Matrix	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.

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<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 Dead	Watch; Recommend Delete from Matrix	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).
<a href="#">AB 1550</a>  Chaptered: 9/14/2016 <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 (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.	Assembly Chaptered	Watch; Recommend Delete from Matrix	Increases requirement from 10% to 25% of GGRF to benefit disadvantaged communities (DAC); also adds new requirement that 25% also must benefit low income households.  We 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.
<a href="#">AB 1574</a>  Amended: 4/12/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (Dist 17)	Vehicles of charter-party carriers of passengers and passenger stage corporations. Would require the Department of Motor Vehicles, in issuing or renewing a commercial vehicle registration, to require the owner of a bus, limousine, or modified limousine used by a charter-party carrier of passengers or a passenger stage corporation to disclose the name of the carrier or corporation that will be using the vehicle in its operations. This bill contains other related provisions and other existing laws.	Senate Dead	Support; Recommend Delete from Matrix	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. Amended to delay the effective date to 2018.

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<a href="#">AB 1591</a>  Introduced: 1/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (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 Dead	Support; Recommend Delete from Matrix	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>  Chaptered: 9/29/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bonilla D</a>  (Dist 14)	Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat 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.	Assembly Chaptered	Watch; Recommend Delete from Matrix	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.



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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 schoolbuses 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 Dead	Oppose; Recommend Delete from Matrix	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>  Chaptered: 9/27/2016 <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 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 Chaptered	Support; Recommend Delete from Matrix	Expands on present California Highway Patrol (CHP) authority for regulating safe operation of tour buses by permitting local agency inspection under guidance provided by CHP.  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 Dead	Watch; Recommend Delete from Matrix	Adds new requirement for drivers to stop at freeway or highway onramp signal until authorized to proceed.

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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 Dead	Watch; Recommend Delete from Matrix	Expands current authority for transit buses to operate on highway shoulders to 7 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 Dead	Oppose; Recommend Delete from Matrix	Effectively would terminate state bond funding for high speed rail.
<a href="#">AB 1813</a>  Chaptered: 7/25/2016 <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.	Assembly Chaptered	Watch; Recommend Delete from Matrix	Adds 2 new appointees to serve in an ex officio capacity on the High Speed Rail Authority (HSRA).

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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 Dead	Oppose; Recommend Delete from Matrix	Essentially brings the High Speed Rail Project to an end by transferring remaining bond funds to pay off bond debt.
<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 provides for limited CEQA review or 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, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.	Senate Dead	Support; Recommend Delete from Matrix	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>  Chaptered: 9/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Mullin</a> D  (Dist 22)	High-Speed Rail Authority (HSRA): high-speed train operation. Current law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations. This bill would provide for the purposes of a certain required funding plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met	Assembly Chaptered	Watch; Recommend Delete from Matrix	HSRA blended service funding for Caltrans.

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<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<a href="#">AB 1964</a>  Amended: 8/17/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Bloom</a> D  (Dist 50)	High-occupancy vehicle lanes: vehicle exceptions. Current 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 Dead	Oppose; Recommend Delete from Matrix	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 has adopted 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 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 Dead	Support; Recommend Delete from Matrix	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 Dead	Oppose; Recommend Delete from Matrix	Effectively brings the high speed rail program to an end.

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<a href="#">AB 2088</a>  Vetoed: 9/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder R</a>  (Dist 60)	Vehicles: hit-and-run accidents: pleas. Current law requires the driver of a vehicle involved in an accident involving either injury to a person other than the driver, or the death of a person, to immediately stop and fulfill specified reporting requirements. Current law provides that failure to fulfill those requirements is a crime. This bill would, commencing January 1, 2018, 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 or not the accident in which the defendant was involved was one in which another person was injured.	Assembly Vetoed	Watch; Recommend Delete from Matrix	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 D</a>  (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 Dead	Watch; Recommend Delete from Matrix	Expands the use by transit agencies of cap and trade funds for bus or rail service in the face of declared fiscal emergency; the agency board must state that the funds are for use in the calendar year requested, make a finding that the reduction of transit service would increase GHG reductions due to mode shift, and state that the board would reduce or eliminate service if the funding were not provided.

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<a href="#">AB 2126</a>  Chaptered: 9/28/2016 <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	Assembly Chaptered	Support; Recommend Delete from Matrix	Expands the authority for Caltrans to use CM/GC procurements from 6-12 projects on the state highway system.
<a href="#">AB 2170</a>  Vetoed: 9/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier</a> D  (Dist 11)	Trade Corridors Improvement Fund: federal funds. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Current law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill 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 these provisions.	Assembly Vetoed	Watch; Recommend Delete from Matrix	Directs the new federal aid funds in the national freight program to the Trade Corridors account.  Amended to ensure that the CA sustainable freight plan be consulted by CTC.  MTC staff have recommended 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.

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<a href="#">AB 2222</a>  Amended: 8/2/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Holden D</a>  (Dist 41)	Transit Pass Program: free or reduced-fare transit passes. Would establish the Transit Pass Program to be administered by the Department of Transportation with moneys made available, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department 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. The bill would exempt those guidelines from the Administrative Procedure Act.	Senate Dead	Watch; Recommend Delete from Matrix	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.
<a href="#">AB 2289</a>  Chaptered: 7/22/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (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.	Assembly Chaptered	Support; Recommend Delete from Matrix	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.

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<a href="#">AB 2374</a>  Chaptered: 9/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Chiu D</a>  (Dist 17)	Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges. 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 the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency.	Assembly Chaptered	Sponsor/ Support; Recommend Delete from Matrix	Amends current law to allow the SFCTA to use the Construction Manager/General Contractor project delivery method on 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 Dead	Watch; Recommend Delete from Matrix	Recaptures approximately \$45 million annually that has been dedicated to the GF to instead be directed to highways. The source is miscellaneous revenues generated by Caltrans.



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<a href="#">AB 2509</a>  Amended: 4/6/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Ting D</a>  (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 Dead	Watch; Recommend Delete from Matrix	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>  Chaptered: 9/23/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a>  (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.	Assembly Chaptered	Watch; Recommend Delete from Matrix	This author is attempting to compel transportation agencies to consider “reversible lanes” when developing a capacity increasing roadway project.
<a href="#">AB 2586</a>  Vetoed: 9/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Gatto D</a>  (Dist 43)	Parking. Would, by January 1, 2020, require a local authority that prohibits or restricts the parking or standing of vehicles for the purposes of street sweeping or other maintenance activities to ensure that the street, highway, or portion thereof that is restricted is made available to motorists as soon as the street sweeping or other maintenance activities have concluded. This bill contains other related provisions and other existing laws.	Assembly Vetoed	Watch; Recommend Delete from Matrix	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 considered a support position on this bill if it were amended to restrict free parking at broken meters to two hours in order to reduce the incentive for vandalism at parking meters without time limits.

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<a href="#">AB 2722</a>  Chaptered: 9/14/2016 <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 to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. The bill would require the council to develop guidelines and selection criteria for the implementation of the program.	Assembly Chaptered	Watch; Recommend Delete from Matrix	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.
<a href="#">AB 2783</a>  Amended: 6/23/2016 <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 Legislature by March 1, 2017, if the council determines that it will not make the revisions.	Senate Dead	Watch; Recommend Delete from Matrix	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.

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<a href="#">AB 2796</a>  Amended: 6/30/2016 <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 adopt the 2015 program of projects no later than January 31, 2016, with each subsequent program of projects to be adopted by April 1 of each odd-numbered year, and requires the commission to adopt guidelines for the program. This bill would, for a program cycle adopted on or after January 1, 2018, require a minimum of 10% of all available Active Transportation Program funds to be programmed for planning and non-infrastructure purposes, except as provided, and would require at least 50 percent of that amount to be programmed for planning activities to develop comprehensive active transportation master plans.	Senate Dead	Watch; Recommend Delete from Matrix	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>  Vetoed: 9/28/2016 <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, 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.	Assembly Vetoed	Watch; Recommend Delete from Matrix	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.
<a href="#">ABX11</a>  Introduced: 6/23/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Alejo</a> D  (Dist 30)	Transportation funding. Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.	Assembly Print	Support	This bill mandates that State General Fund loans from transportation revenues be repaid.

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<a href="#">ABX1 2</a>  Introduced: 6/25/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Perea</a> D  (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).
<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".

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<a href="#">ABX1 6</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hernández, 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.
<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).

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<a href="#">ABX1 9</a>  Introduced: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a>  (Dist 10)	Richmond-San Rafael Bridge. Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	Assembly Print	Watch	This author is addressing a congestion issue afflicting Marin and Contra Costa Counties by mandatory Caltrans to restore a 3rd lane on Richmond bridge.
<a href="#">ABX1 10</a>  Introduced: 8/19/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine D</a>  (Dist 10)	Public works: contracts: extra compensation. Would provide that a state entity in a 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 R</a>  (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 R</a>  (Dist 75)	State Highway Operation and Protection Program: local streets and roads: appropriation. Would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.	Assembly Print	Watch	This bill reflects an evolving concept by Assembly Republicans to seek road improvement funding from existing state resources, obviating the need for new taxes.

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<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	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.

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<a href="#">ABX1 18</a> Introduced: 8/31/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Linder</a> R  (Dist 60)	Vehicle weight fees: transportation bond debt service. 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,</a> <a href="#">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.



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<a href="#">ABX1 24</a>  Introduced: 9/11/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Levine</a> D  (Dist 10)	Bay Area Transportation Commission: election of commissioners. Would, effective January 1, 2017, re-designate the Metropolitan Transportation Commission 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.	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 are recommending 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,</a> <a href="#">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 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.

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<a href="#">ABX1 26</a>  Amended: 8/30/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (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, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.	Assembly Transportation	New Bill: Recommend Watch	This bill provides \$7.4 billion annual funding package to repair and maintain state and local roads, improve trade corridors, and support public transit and active transportation.  Key elements include repayment of outstanding loans, a fix to the state gas tax fluctuations, indexing transportation taxes to the CPI, accountability reforms, and streamlined project delivery.  Featured revenue sources include gasoline and diesel tax increases, and an increase in vehicle registration fee.
<a href="#">ACA 4</a>  Amended: 8/17/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Frazier D</a>  (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 Dead	Support; Recommend Delete from Matrix	This bill would provide voters the opportunity to reduce the requirement for approval of future special taxes for transportation purposes with a 55% majority.

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<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 Dead	Oppose; Recommend Delete from Matrix	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 Dead	Support; Recommend Delete from Matrix	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.
<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 Dead	Watch; Recommend Delete from Matrix	MTC has adopted a support position on this bill.

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<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 Dead	Watch; Recommend Delete from Matrix	Shifts responsibility from Board of Equalization to Department of Finance for determining annual gas tax rate.
<a href="#">SB 564</a>  Chaptered: 9/16/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Cannella</a> R  (Dist 12)	North Fork Kings Groundwater Sustainability Agency Act. Would create the North Fork Kings Groundwater Sustainability Agency, would establish the initial boundaries of the agency, and would authorize the agency's boundaries to be changed by the boards of supervisors of the Counties of Fresno and Kings after a noticed public hearing, as specified. The bill would require the agency to be a groundwater sustainability agency under the Sustainable Groundwater Management Act for that portion of the Kings Subbasin that lies within the boundaries of the agency and would require the agency to develop and implement a groundwater sustainability plan to achieve sustainable groundwater management within the territory of the agency.	Senate Chaptered	Support; Recommend Delete from Matrix	Increases fines for traffic violations near schools. Similar bill passed last year, but was vetoed by Governor.  Bill amended to relate to water policies. No longer relates to transportation.
<a href="#">SB 773</a>  Chaptered: 9/28/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen</a> D  (Dist 26)	Vehicles: registration fraud. Would, until January 1, 2021, 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.	Senate Chaptered	Watch; Recommend Delete from Matrix	MTC has adopted a support position on this bill.  Amended to apply to registration fraud.

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<a href="#">SB 812</a>  Chaptered: 9/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill</a> D  (Dist 13)	Modified limousines and tour buses: standards and inspection. Current law, on and after January 1, 2017, requires any person operating a modified limousine that is modified prior to July 1, 2015, to ensure that the vehicle is equipped with one or 2 rear windows that the rear seat passengers or all passengers of the vehicle may open from the inside of the vehicle in case of any fire or other emergency. This bill would extend the operative date of this requirement to January 1, 2018. This bill contains other related provisions and other current laws.	Senate Chaptered	Support; Recommend Delete from Matrix	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.
<a href="#">SB 824</a>  Chaptered: 9/22/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	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, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds.	Senate Chaptered	Support; Recommend Delete from Matrix	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.

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<a href="#">SB 882</a>  Chaptered: 8/22/2016 <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 Chaptered	Watch; Recommend Delete from Matrix	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.
<a href="#">SB 885</a>  Amended: 6/16/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wolk</a> D  (Dist 3)	Contracts: design professionals: indemnity. Would specify, with certain exceptions, for contracts and amendments to them 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 defend any claims brought against him or her on an ongoing basis during their pendency or the design professional's obligation to reimburse reasonable defense costs incurred by other persons or entities, limited to the design professional's degree of fault, as determined by a court, arbitration, or negotiated settlement.	Assembly Dead	Oppose; Recommend Delete from Matrix	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 restrict the obligation of design professionals to defend public agencies requiring public resources be spent to determine a design professionals' liability
<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 Dead	Watch; Recommend Delete from Matrix	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.

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<a href="#">SB 986</a>  Amended: 6/20/2016 <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 make a violation of that requirement for a right turn, or a left turn from a one-way street onto a one-way street, punishable by a fine of \$35. The bill would make additional conforming changes.	Assembly Dead	Oppose; Recommend Delete from Matrix	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 intends to seek an oppose position on this bill because of its potential to work against the city's Vision Zero goals.
<a href="#">SB 998</a>  Chaptered: 9/27/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Wieckowski</a> D  (Dist 10)	Vehicles: public transit bus lanes. 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. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill contains other related provisions and other existing laws.	Senate Chaptered	Watch; Recommend Delete from Matrix	Expands restrictions on vehicles from stopping at certain locations to include transit guideways.
<a href="#">SB 1051</a>  Chaptered: 9/21/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hancock</a> D  (Dist 9)	Vehicles: parking enforcement: video image evidence. Would extend specified provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic lanes through the use of video imaging evidence and 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 parking violations occurring in transit-only traffic lanes on January 1, 2022. This bill contains other related provisions and other existing laws.	Senate Chaptered	Watch; Recommend Delete from Matrix	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.

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<a href="#">SB 1066</a>  Amended: 6/29/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Highway safety. 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, 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 Dead	Support; Recommend Delete from Matrix	Adds new Federal transportation funds to revenues that must be included revenues estimate from the STIP.
<a href="#">SB 1128</a>  Chaptered: 9/22/2016 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Glazer</a> D  (Dist 7)	Commute 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.	Senate Chaptered	Support; Recommend Delete from Matrix	Extends the commute benefits ordinance authority for MTC/ABAG indefinitely.  MTC has taken a support position on this bill.
<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 Dead	Oppose; Recommend Delete from Matrix	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



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<p><a href="#">SBX1 1</a></p> <p>Amended: 8/29/2016 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Beall</a> D  (Dist 15)</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.</p>	<p>Senate Appropriations</p>	<p>Support/ Seek Amendments</p>	<p>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.</p>
<p><a href="#">SBX1 2</a></p> <p>Introduced: 6/30/2015 <a href="#">pdf</a> <a href="#">html</a></p>	<p><a href="#">Huff</a> R  (Dist 29)</p>	<p>Greenhouse Gas Reduction Fund. Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	<p>Senate Transportation and Infrastructure Development</p>	<p>Oppose</p>	<p>The bill seeks to transfer from current cap and trade permanent allocations for High Speed Rail, rail and transit programs the amount of revenues attributable to the transportation fuels sector and make them available for public streets and highways.</p> <p>The fuels sector is estimated to provide an amount of auction revenues estimated to be equal to a fuel tax of 10 cents per gallon.</p> <p>The effect of this would be to greatly reduce the amount of revenues available for programs like the Transit Intercity Rail Capital program in which SFMTA was successful in competing, receiving \$41 million for its Light Rail Vehicle Expansion project.</p>

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<a href="#">SBX1 4</a>  Amended: 9/4/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.	Senate Conference Committee	Watch	This is a spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
<a href="#">SBX1 5</a>  Introduced: 7/7/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.	Assembly Desk	Watch	Special session spot bill intended to serve as a vehicle for a transportation funding resolution, should one be reached in Special Session.
<a href="#">SBX1 7</a>  Amended: 9/3/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Allen</a> D  (Dist 26)	Diesel sales and use tax. Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.	Senate Appropriations	Support	The bill seeks to increase transit funds by increasing the diesel sales tax rate.  Bill is the same as ABX1 8 (Chiu).
<a href="#">SBX1 8</a>  Introduced: 7/16/2015 <a href="#">pdf</a> <a href="#">html</a>	<a href="#">Hill</a> D  (Dist 13)	Public transit: funding. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Senate Appropriations	Support	The bill would increase cap and trade funding dedicated to (1) transit capitol (2) transit operation.  Bill is the same as ABX1 7 (Nazarian).

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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. 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).
<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.

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**October 2016**

<b>Bill #</b>	<b>Author</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>	<b>Comments</b>
<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 P3 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: 88**

**Total Tracking Forms: 88**