



DATE: September 28, 2017

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
David Chan, Programming and Legislation Manager

SUBJECT: State Legislative Update (Discussion), Agenda Item No. 10

RECOMMENDATION

Discussion only. No action required.

BACKGROUND

TAM staff and/or Khouri Consulting have been recommending positions on pending legislation during the 2017 State Legislation Session. September 15 was the last day for each house of the State Legislature to pass bills. Letters of support or opposition have been circulated and Mr. Khouri was requested to testify at Legislative hearings to convey TAM's positions on specific legislation. October 15 is last day for the Governor to sign or veto bills passed by the Legislature. Bills became laws without his signature.

STATE LEGISLATIVE UPDATE

Mr. Khouri will be present at the TAM Board to provide an overview (Attachment A) on the 2017 Legislative Session. In particular, he will provide statuses on bills that were of interest to TAM. Attachment B is a table of State Legislative bills that were monitored during the 2017 Legislative Session. Some of the bills include TAM's adopted positions.

A number of bills monitored by TAM have already been signed by the Governor including the following list. TAM's adopted positions are noted in parentheses.

- AB 28 on NEPA Delegation (support)
- AB 134 on Cap and Trade Expenditures (no position)
- AB 398 on Air Pollution (monitor)
- AB 399 on Autonomous Vehicles (monitor)
- AB 1113 on State Transit Assistance (STA) Funds (support)
- AB 1218 on CEQA Exemptions for Bicycle Transportation Plans (support)
- AB 1613 on San Mateo Transit District's Tax Exemption (monitor)
- ACA 5 on Restriction on Expenditures of Motor Vehicle Fees and Taxes (support)
- SB 1 on Transportation Funding (support)

Other notable bills that passed the State Legislature but are awaiting the Governor's signature, including:

- AB 17 on Transit Pass Program (support)
- AB 467 on Local Transportation Authorities on Transactions and Use Taxes (monitor)
- AB 1282 on Permitting Task Force (monitor)
- SB 145 on Autonomous Vehicles Testing on Public Roads (monitor)
- SB 595 on Regional Measure 3 (support)
- SB 672 on Traffic Actuated Signals for Motorcycles and Bicycles (monitor)

SB 595 - Regional Measure (RM) 3

SB 595 proposes increase in toll rate charged on the state-owned toll bridges to be used for specified projects and programs in the Bay Area. The bill would require BATA to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. SB 595 was approved by the State Legislature on September 14, 2017. However, the list of projects and amounts that were previously included in the legislation was amended early September just before approval by the State Legislature.

In an effort to seek greater geographic balance, MTC amended the project list to increase funding areas where the proposed investment levels were lower on a per toll payer basis, in particular, Alameda and Contra Costa counties.

Attachment C is the final approved RM3 Project List that included the updated financial capacity, showing \$250 million in additional funding capacity. The final funding capacity increased from \$4.2 billion to \$4.45 billion. Changes for projects in or relevant to Marin include:

- MSN Project – \$120 million down from \$125 mil in July
- State Route 37 – decrease by \$50 million from \$150 million to \$100 million
- San Rafael Transit Center – remains unchanged at \$30 million
- Richmond-San Rafael Bridge Access - increase by \$75 million from \$135 million to \$210 million. The legislation specifically identifies \$135 million for Marin's direct connector from US101 to I-580 as funds going to TAM

By the time of the September 28th TAM meeting, a letter of support would have been sent to the Governor, urging him to sign SB 595.

ATTACHMENTS

Attachment A – Khouri Monthly Report
Attachment B – 2017 State Legislative Bills
Attachment C – Approved RM3 Project List



September 20, 2017

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, Principal
Khoury Consulting

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER

On September 15, the legislature concluded its business for year one of the 2017-18 Session. The following report is a summary of items of interest to TAM.

SB 595 (Beall) Regional Measure 3

With SB 1 having been dispensed with earlier in the year, we quickly shifted our focus to assisting with the passage of SB 595 (Beall), which would allow MTC place a ballot measure before voters within its' nine county jurisdiction for purposes of increasing toll revenue by up to \$3, which can be adjusted for inflation, for purposes of improving the Bay Area's infrastructure needs. The bill contains a \$4.45 billion expenditure plan with the following prospective investments for Marin, subject to voter approval:

- Richmond-San Rafael Bridge Access Improvements (580/101 connector)- **\$210 million**
- Marin-Sonoma Narrows- **\$120 million**
- State Route 37 Improvements - **\$100 million**
- San Rafael Transit Center (Bettini Center) - **\$30 million**

In addition, there are regional pots of funding that Marin stands to benefit from including:

- North Bay Transit access Improvements (Marin, Napa, Sonoma, Solano, Contra Costa) **\$100 million**
- Ferry Enhancement Program - **\$300 million**
- Ferry Operations - **\$35 million**
- Regional Bus Express - **\$20 million**

The legislation is currently on the Governor's desk. Pending a signature, MTC is expected to place a measure on the ballot next June.

Cap and Trade

On July 17, the legislature approved AB 398 (Garica, E), extending the Cap and Trade program from 2020 to 2030, and AB 617 (Garcia, C), which makes additional reporting requirements and penalties for non-compliance with Cap and Trade. The key to passage of AB 398 was making concessions to industry by ensuring price certainty for

carbon credit purchases, sales tax exemptions to manufacturers for purchase of equipment, and the repeal of a fire prevention fee imposed on residents in rural areas.

Currently, 60% of the proceeds are continuously appropriated for High-Speed Rail (25%), public transit (10% for rolling stock and 5% for operations), and SB 375 compliance (20%), with most of that funding going to affordable housing. The remaining 40% is subject to annual appropriation by the legislature.

On September 18, Governor Brown signed AB 134 (Committee on Budget), which provides funding for the remaining 40% as follows:

— The biggest-ticket item is \$895 million for new vehicles (trucks, buses, and zero emission vehicles), a priority repeatedly highlighted by Senate Democrats. The money would flow through a variety of programs, including \$140 million to the state's ports, \$85 million for farm vehicles and \$140 million for electric car rebates, \$35 million for zero-emission buses, which is a minimum amount of funding from a \$180 pot set aside for clean trucks and buses.

— Forest management, fire prevention and emergency response would receive \$225 million. This was one of the issues pushed by the Assembly Republicans who voted to help Democrats extend the Cap and Trade program.

— A variety of other programs would see more money under the deal, including \$18 million for weatherizing low-income homes, \$46 million for urban forestry and greening and \$15 million for restoring wetlands.

SB 1 Implementation

With the enactment of SB 1 (Beall), Chapter 5, Statutes of 2017, also known as the Road Maintenance and Accountability Act, TAM will have an opportunity to access much needed funding to address our multi-modal priorities. The California Transportation Commission (CTC) is in the process of conducting workshops prior to adopting guidelines for various programs in SB 1. We have been participating in the workshops in order to help influence and maximize TAM's ability to acquire funding from the various pots. We have previously reported on the programs within SB1, but two have generated the most conversation:

State and Local Partnership Program (SLPP)

SB 1 creates this new \$200 million per year program. Guidelines for the SLPP must be adopted on or before January 1, 2018. Funding from this program is for counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (toll revenues will not be factored in as they were under the 2009 SLPP established under Prop 1B, because the CTC is not provided with that flexibility per the language in SB 1, meaning possibly lower shares for the North). Funds are appropriated "for allocation to each eligible county and city in the county for road maintenance and rehabilitation purposes" but the Governor's budget trailer bill seeks to provide flexibility for usage for other purposes.

In 2008, the legislature through AB 268, defined the purpose and intent of the program, the eligibility of applicants, projects, and matching funds, and provided that 95% of program funds would be distributed by formula to match voter-approved transportation

taxes and fees, with the remaining 5% available for competitive grants to match uniform developer fees.

Without any legislative direction this time around, the CTC is inclined to adopt a 50/50 split between competitive grants and formula-based shares. It is uncertain how much revenue TAM would receive from its formula share, given that there are five more self-help counties (Merced, Monterey, Napa, Santa Cruz, and Stanislaus), multiple measures that have been approved by counties (such as Los Angeles), and the absence of tolls being factored into the equation for the North.

In addition, the CTC is considering allowing cities within a county that has a sales tax measure to receive an allocation, which would further dilute the prospects of receiving a meaningful formulaic distribution to deliver projects of consequence. The proliferation of recipients would also impact the competitive grant portion of the program.

The timeline for program adoption is as follows:

- Workshops to develop guidelines – June through September 2017
- Presentation of draft guidelines – August 16-17, 2017
- Adoption of guidelines – October 18-19, 2017
- Applications due – March 2018
- Adopt Program – June 2018

Solutions for Congested Corridors

SB 1 creates this new \$250 million per year program beginning in FY 2017-18. CTC responsibilities include developing guidelines, holding public hearings, reviewing corridor plans, scoring project nominations, programming projects, allocating funds to projects, monitoring program delivery, and reporting to the Legislature. The initial tranch of program allocations may be adopted over a three-year period (\$750 million).

While the Marin-Sonoma Narrows are cited in the legislative declarations and findings as an example of where resources from the program should be dedicated, the CTC is sympathetic to medium to smaller-sized metropolitan planning organizations and their assessment of how they construe traffic (tourism, goods movement) in those areas. Furthermore, despite the emphasis on multi-modal solutions, applicants may be allowed to submit projects that focus only on one-mode as long as they have a multi-modal “corridor plan” (undefined at this point) or a local expenditure plan that contains multi-modal elements. As a result, we may encounter additional competition from this program, but we do have a compelling case to make particularly with our partnership with Sonoma and Caltrans to help improve the Corridor. Caltrans is eligible to propose projects up to half the amount of the program (\$125 million annually), and SB 1 encourages that coordination, which further helps our cause.

The timeline for program adoption is as follows:

- Workshops to develop guidelines – June through October 2017
- Presentation of draft guidelines – October 18-19, 2017
- Adoption of guidelines – December 6-7, 2017
- Applications due – May 2018
- Program adoption – August 2018

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Attachment B

TAM Bill Matrix - September 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
AB 17 Holden (D) Transit Pass Program	9/13/17 Governor's Desk	Would create the Transit Pass Program to be administered by Caltrans. The would bill require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	Support
AB 28 Frazier (D) NEPA Delegation	3/29/17 Chaptered by Secretary of State, Chapter 4, Statutes of 2017	Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Until January 1, 2017, existing law provides that the State of California, through Caltrans, consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would remove the sunset date allowing for California to participate in the program three additional years. The bill contains an urgency clause.	Support
AB 134 Committee on Budget Cap and Trade Expenditures	9/16/17 Chaptered by the Secretary of State, Chapter 254, Statutes of 2017	Contains over \$900 million in funding from Cap and Trade proceeds for various purposes. This includes new funding of at least \$35 million for zero emission buses.	
AB 398 Garcia (D) Air Pollution	7/15/17 Chaptered by the Secretary of State, Chapter 135, Statutes of 2017	Makes numerous changes to the California Global Warming Solutions Act of 2006 (AB 32) including: Extending the Cap and Trade program from 2020 to 2030; requiring the California Air Resources Board (CARB) to revise its Scoping Plan; exemption manufacturers from the imposition of a sales tax for retrofits through 2030; eliminates the fire prevention fee for rural areas.	Monitor

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Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p>AB 399 Grayson (D)</p> <p>Autonomous Vehicles: Contra Costa Transportation Authority: pilot</p>	<p>3/27/17</p> <p>Assembly Transportation Committee</p> <p>Two-Year Bill</p>	<p>Existing law, 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, authorizes 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. Existing law requires the authority or a private entity, or a combination of the 2, to provide the department with a detailed description of the testing program, as specified, and allows the department to require data collection for evaluating the safety of the vehicles, as provided.</p> <p>This bill would extend the authorization for the pilot project to 12 months after the operative date of regulations promulgated by the department. Last amended 3/23/17</p>	<p>Monitor</p>
<p>AB 467 Mullin (D)</p> <p>Local transportation authorities: transactions and use taxes</p>	<p>9/18/17</p> <p>Governor's Desk</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition by the authority, by ordinance, of a retail transactions and use tax, subject to approval of the ordinance by 2/3 of the voters.</p> <p>Existing law provides for the authority to adopt a transportation expenditure plan for the proceeds of the tax, and requires the entire adopted transportation expenditure plan to be included in the voter information handbook sent to voters.</p> <p>This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office. The bill would require the authority to provide sufficient copies of the plan to the county election office for mailing to each person requesting a copy. By imposing additional requirements on county election officials, the bill would impose a state-mandated local program.</p> <p>Last amended on 8/23/17</p>	<p>Monitor</p>

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Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p>AB 1113 Bloom (D)</p> <p>State Transit Assistance Program</p>	<p>7/21/17</p> <p>Chaptered by the Secretary of State, Chapter 86, Statutes of 2017</p>	<p>The bill would provide that only State Transit Assistance (STA)-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The bill would revise the duties of the State Controller's Office (SCO) and Caltrans in administering the program. The bill would make various other conforming changes and would delete obsolete provisions.</p> <p>This bill would also require the SCO's report to be submitted within 7 months after the end of the fiscal year, and to contain underlying data from audited financial statements, as specified. Requires the Regional Transportation Planning Agency with jurisdiction over a transit operator to verify the operator is eligible for funding under the STA program prior to the operator submitting its report to SCO, and requires SCO reflect the verification on the operator's report. Marin Transit supports AB 1113.</p>	<p>Support</p>
<p>AB 1121 Chiu (D)</p> <p>San Francisco Bay Area ferries</p>	<p>6/1/17</p> <p>Senate Transportation & Housing Committee</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. Existing law prescribes the functions and duties of the authority with regard to the regulation of public transportation ferries and related water transportation.</p> <p>This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly. Last amended on 3/28/17</p>	<p>Monitor</p>

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Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p>AB 1218 Obernolte (R)</p> <p>CEQA Exemptions: bicycle transportation plans</p>	<p>7/31/17</p> <p>Chaptered by the Secretary of State, Chapter 149, Statutes of 2017</p>	<p>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 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. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions.</p> <p>This bill would extend those 2 exemptions until January 1, 2021.</p>	<p>Support</p>
<p>AB 1282 Mullin (D)</p> <p>Permitting Task Force</p>	<p>9/7/17</p> <p>Governor's Desk</p>	<p>This bill would require by July 1, 2018, the Secretary of Transportation, in consultation with the Natural Resources Secretary, to establish a Transportation Permitting Task Force consisting of representatives from the California State Transportation Agency, California Transportation Commission, Caltrans, CalEPA, Coastal Commission, Fish and Wildlife to develop a process for early engagement for all parties in the development of transportation projects. Last amended on 6/29/17</p>	<p>Monitor</p>
<p>AB 1324 Gloria (D)</p> <p>MPO and RTPAs: transactions and use taxes</p>	<p>3/21/17</p> <p>Assembly Local Government Committee</p> <p>Two-Year Bill</p>	<p>This bill would authorize a metropolitan planning organization or regional transportation planning agency authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the levy, expansion, increase, or extension to be used only within the area for which the voters approved the levy, expansion, increase, or extension. Last amended 3/20/17</p>	<p>Monitor</p>

TAM Bill Matrix - September 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p>AB 1436 Levine (D) County Highways</p>	<p>6/26/17 Senate Governance & Finance Committee Two-Year Bill</p>	<p>Existing law authorizes the board of supervisors of a county, by resolution adopted by a 4/5 vote of its members, to determine that specified activities relating to streets are of general county interest and that county aid shall be extended therefore. This bill would instead authorize the board of supervisors of a county to adopt this resolution by a 3/5 vote of its members and would make non-substantive changes to this law. Section 1680 of the Streets and Highways Code would be amended to read:</p> <p>The board of supervisors of a county may, by a resolution adopted by a three-fifths, rather than a two-thirds, vote of its members, determine that any of the following activities are of general county interest and that county aid shall be extended therefor:</p> <p>(a) The laying out, opening, construction, improvement, maintenance, repair, or altering of all or any part of a street within a city or extending along or across the boundary of a city. (b) The establishing, modifying, or changing the grade of a street. (c) The separation of the grades of two or more streets that intersect. (d) The separation of the grade of a street from the grade of a steam, electric, or street railroad crossing the street. (e) The construction of the necessary pavements, curbs, culverts, bridges, tunnels, subways, viaducts, drainage facilities, or structures incident to or a part of the street. (f) The acquisition of real property or interest in real property, rights of way, or other property necessary for the purposes mentioned in this section. Amended on 3/28/17</p>	<p>Monitor</p>

TAM Bill Matrix - September 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p>AB 1613 Mullin (D)</p> <p>San Mateo County Transit District: retail transactions and use tax</p>	<p>9/11/17</p> <p>Chaptered by the Secretary of State, Chapter 231, Statutes of 2017</p>	<p>Existing law authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes that may be imposed in the county not exceed 2%.</p> <p>This bill would authorize the board, unless the transactions and use tax described in paragraph (2) has been imposed, to exceed that 2% limit to impose a retail transactions and use tax set at a rate of no more than 0.5%, if approved by the board before January 1, 2026. The bill would require the board, in concurrence with the county and for purposes of this tax, to develop an expenditure plan of projects, programs, and services that may include, among other things, public transit, local streets and roads, state highways, bicycle and pedestrian facilities, intelligent transportation systems, and transportation planning. The bill would authorize the board to administer the expenditure plan in its entirety, or to transfer proceeds of the tax to the San Mateo County Transportation Authority for administration by that authority consistent with the expenditure plan. The bill would authorize the authority to administer those funds, consistent with the expenditure plan.</p> <p>This bill would prohibit the County of San Mateo from imposing this transactions and use tax if the retail transactions and use tax described in paragraph (1) has been imposed by the board of the San Mateo County Transit District</p>	<p>Monitor</p>
<p>ACA 5 Frazier (D)</p> <p>Motor vehicle fees and taxes: restriction on expenditures</p>	<p>4/7/17</p> <p>Chaptered by the Secretary of State, Chapter 30, Statutes of 2017</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes.</p> <p>This measure would add Article XIX D to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use. The measure would also prohibit the Legislature from borrowing these revenues, except as specified, or using them for purposes other than transportation purposes.</p>	<p>Support</p>

Attachment B

TAM Bill Matrix - September 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
SB 1 Beall (D) Transportation Funding	4/28/17 Chaptered by the Secretary of State, Chapter 5, Statutes of 2017	Increases several taxes and fees to raise the equivalent of roughly \$52.4 billion over ten years in new transportation revenues and makes adjustments for inflation every year; directs the funding to be used towards deferred maintenance on the state highways and local streets and roads, and to improve the state's trade corridors, transit, and active transportation facilities. Last amended on 4/3/17	Support
SB 145 Hill (D) Autonomous Vehicles: testing on public roads	9/15/17 Governor's Desk	Current law requires the Department of Motor Vehicles to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Current law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the DMV notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Last amended on 9/12/17	Monitor
SB 328 Portantino (D) Pupil attendance: school start time	9/14/17 Assembly Floor Fail Passage Two-Year Bill	Existing law requires the governing board of each school district to fix the length of the school day for the several grades and classes of the schools maintained by the school district in accordance with specified provisions of law. This bill would require the school day for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:30 a.m. by July 1, 2020, or the date on which a school district's collective bargaining agreement that is operative on January 1, 2018, expires, whichever is later, except for rural school districts that obtain a waiver from the State Board of Education to delay implementation, as specified. To the extent the bill imposes new duties on school districts and charter schools, the bill would impose a state-mandated local program. The bill would encourage the State Department of Education to post specified information on its Internet Web site, including research on the impact of sleep deprivation on adolescents and the benefits of a later school start time, and to advise school districts of this posting.	Monitor

Attachment B

TAM Bill Matrix - September 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
SB 595 Beall MTC: Toll Bridge Revenues	9/15/17 Governor's Desk	<p>Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the BATA to increase the toll rates for certain purposes, including meeting its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and 2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.</p> <p>The bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. The bill contains an expenditure plan, which includes funding for TAM priorities (\$210 for Richmond-San Rafael Bridge; \$120m for Marin-Sonoma Narrows; \$100m for SR 37; \$30m for Bettini center). Last amended on 9/8/17</p>	Support
SB 672 Fuller Traffic-actuated signals: motorcycles and bicycles	9/18/17 Governor's Desk	<p>Existing law, until January 1, 2018, includes among traffic control devices, a traffic-actuated signal that displays one or more of its indications in response to the presence of traffic by mechanical, visual, electrical, or other means, and requires, upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, that the signal be installed and maintained, to the extent feasible and in conformance with professional engineering practices, so as to detect lawful bicycle or motorcycle traffic on the roadway.</p> <p>This bill would extend the operation of this requirement indefinitely.</p>	Monitor

Senate Bill 595 (Beall) RM 3 EXPENDITURE PLAN (all amounts \$ millions)				
<i>Comparison of July 19 to September 8 Versions</i>				
<i>New projects shown in BLUE</i>				
OPERATING PROGRAM				
All- Corridor Annual Operating Program	7/19 Version	9/8 Version	Change	Change
All Corridors				
Transbay Terminal	5	5	-	-
Ferries (In 9/8 version funding ramps up to \$35 m over five years)	35	35	-	-
Regional Express Bus	20	20	-	-
Operating Program Total	\$ 60	\$ 60	\$ -	\$ -
CAPITAL PROJECTS				
Regional Programs	7/19 Version	9/8 Version	Change	Change
BART Expansion Cars (all BART-reliant counties)	500	500	-	-
Bay Area Corridor Express Lanes	300	300	-	-
Goods Movement and Mitigation	125	160	35	35
San Francisco Bay Trail / Safe Routes to Transit	150	150	-	-
Ferries Enhancement Program	325	300	(25)	(25)
BART to San Jose Phase 2	400	375	(25)	(25)
Sonoma-Marin Area Rail Transit District (SMART)	40	40	-	-
Capitol Corridor	90	90	-	-
Next Generation Clipper Transit Fare Payment System	-	50	50	50
Regional Programs Subtotal	\$ 1,930	\$ 1,965	\$ 35	\$ 35
Corridor-Specific Capital Projects	7/19 Version	9/8 Version	Change	Change
Central (SFOBB)				
Caltrain Downtown Extension	350	325	(25)	(25)
Muni Fleet Expansion and Facilities	140	140	-	-
Core Capacity Transit Improvements	140	140	-	-
AC Transit - Rapid Bus Improvements	50	100	50	50
Transbay Rail Crossing	50	50	-	-
I-80 Transit Improvements	-	25	25	25
Central Subtotal	\$ 730	\$ 780	\$ 50	\$ 50
South (San Mateo-Hayward, Dumbarton)				
Tri-Valley Transit Access Improvements	100	100	-	-
Eastridge to BART Regional Connector	130	130	-	-
San Jose Diridon Station	120	100	(20)	(20)
Dumbarton Corridor Improvements	130	130	-	-
Highway 101/State Route 92 Interchange	50	50	-	-
I-680/SR 84 Interchange Reconstruction Project	-	85	85	85
I-680/I-880/Route 262 Freeway Connector	-	15	15	15
South Subtotal	\$ 530	\$ 610	\$ 80	\$ 80
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)				
Contra Costa 680/State Route 4 Interchange Improvements	150	210	60	60
Marin-Sonoma Narrows	125	120	(5)	(5)
Solano County I--80/I-680/SR 12 Interchange Project	175	150	(25)	(25)
Interstate 80/Westbound Truck Scales	125	105	(20)	(20)
State Route 37 Improvements	150	100	(50)	(50)
San Rafael Transit Center	30	30	-	-
Richmond-San Rafael Bridge Access Improvements	135	210	75	75
North Bay Transit Access Improvements	100	100	-	-
SR 29 (South Napa County)	20	20	-	-
East Contra Costa County Transit Intermodal Station	-	15	15	15
Byron Highway Vasco Road Airport Connector	-	10	10	10
Vasco Road Safety Improvements	-	15	15	15
I-680 Transit Improvements	-	10	10	10
North Subtotal	\$ 1,010	\$ 1,095	\$ 85	\$ 85
Corridor-Specific Capital Projects Subtotal	\$ 2,270	\$ 2,485	\$ 215	\$ 215
Capital Projects Total	\$ 4,200	\$ 4,450	\$ 250	\$ 250



