



October 26, 2017

**TO:** Transportation Authority of Marin Board of Commissioners

**FROM:** Dianne Steinhauser, Executive Director

**SUBJECT:** Executive Director's Report – Agenda Item 6 (Discussion)

## **LOCAL**

### **Tam Junction Bicycle Project**

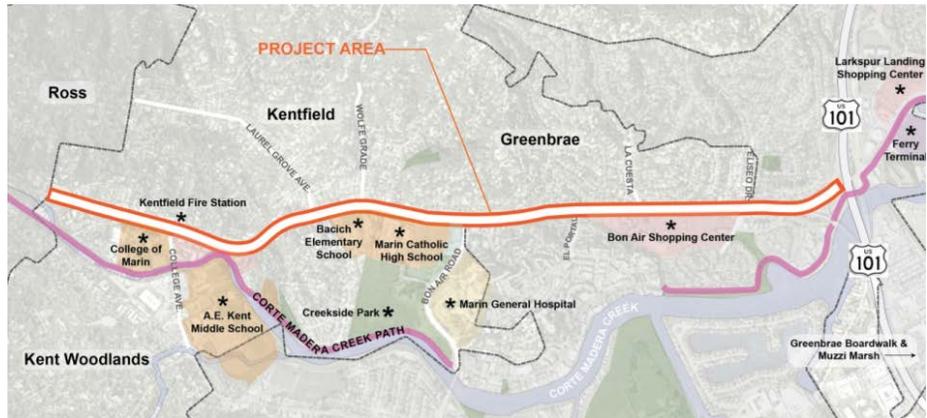
Work is progressing around the Almonte / Shoreline intersection in the Tam Junction area. This TAM sponsored and administered Project will add Class II Bicycle lanes along Shoreline Blvd from Flamingo Avenue to Coyote Creek and along Almonte Blvd to join the existing Bicycle lanes. Tight working conditions have forced a majority of the work to take place at night. TAM staff have been working with the contractor to minimize the noise impacts. Work has been delayed for two weeks awaiting parts for the fire hydrant relocation near the ARCO Gas Station. Completion is now expected in mid-November.

The majority of the grinding and paving to widen the highway has been accomplished. The storm drain improvements have been completed including adding additional catch basins along the east side of the roadway. Remaining work includes the fire hydrant relocation, modifying the southwest corner of the Almonte/Shoreline intersection, additional grinding/paving and the actual stripping to the bicycle lanes.



### Draft EIR Released for Sir Francis Drake Boulevard (Highway 101 to Ross)

The County of Marin has released the Draft Environmental Impact Report for the Sir Francis Drake Boulevard Project from Highway 101 to the Ross town limits. The project is the top priority Major Roads Project for the Ross Valley Planning Area.



Public review of the Draft environmental document will continue until December 6 and the Marin County Board of Supervisors will take verbal public comment at their meeting on November 7 and written comments can be submitted to [sfdimprovements@marincounty.org](mailto:sfdimprovements@marincounty.org).

The objectives of this project are to repair the roadway and improve traffic flow, bus operations and pedestrian and bicycle safety on this 2.5-mile section of Sir Francis Drake Boulevard.

### Expenditure Plan Advisory Committee Meetings

The Expenditure Plan Advisory Committee met on October 23 for their seventh meeting to develop a draft Expenditure Plan. The committee includes 24 residents representing an array of interests in Marin County.

The committee has received education about Measure A and has heard from a variety of agencies about current programs and unmet transportation needs, including Marin Transit, Golden Gate Transit, Public Works Directors regarding local road and major roads, TAM staff regarding highway and interchange projects, Safe Routes to School program managers and County of Marin staff representing Bay Wave and C-Smart Vulnerability Assessments. The committee has review poll results, revenue projections and key principles including the three E's, Economy, Environment and Equity. The committee is beginning to develop a draft expenditure plan and will meet on November 7 and 15 to refine plans for a sales tax renewal and potential expansion. A report on the draft expenditure committee process and outcome is expected to be brought to the Board in December.



**TAM Outreach**

<b>Date</b>	<b>Meeting Title</b>	<b>Organization/Agency</b>
10/3/2017	Bicycle/Pedestrian Advisory Committee	Transportation Authority of Marin
10/3/2017	Drawdown Marin	County of Marin: Carbon Free Community
10/4/2017	International Walk to School Day	Safe Routes to School
10/4/2017	Marin Conservation League	TAM Presentation focusing on SR 37
10/10/2017	Expenditure Plan Advisory Committee	Transportation Authority of Marin
10/11/2017	N-S Greenway Gap Closure Project	County of Marin
10/18/2017	San Rafael Climate Action Plan Update Working Group	City of San Rafael
10/19/2017	Clean Transportation Technology Working Group	Transportation Authority of Marin
10/19/2017	San Rafael Climate Action Plan Implementation Committee.	City of San Rafael
10/20/2017	Marin Conservation League	Climate Action Committee
10/21/2017	Highway 37 Update	League of Women Voters
10/23/2017	Expenditure Plan Advisory Committee	Transportation Authority of Marin
10/24/2017	Forecasting the Future Marin Economic Forum	San Rafael Chamber of Commerce
10/24/2017	Marin City Flood Study Public Meeting	County of Marin
10/25/2017	Marin Senior Fair	Marin Senior Fair
10/26/2017	Sustainable Enterprise Conference	Marin Green Biz
10/27/2017	Dominican University Policy Presentation	
Upcoming		
10/31 - 11/2/2017	Focus on the Future	Self-Help Counties Coalition
11/4/2017	Miller Fest	City of Mill Valley

### North South Greenway – Southern Segment

The County of Marin hosted a public meeting on October 11, 2017 to inform stakeholders of the current status of the project's development process and to receive comment on the alternatives under consideration. The event was well attended with over 50 people participating in the discussion. The team provided a brief presentation explaining the purpose and need of the project, reviewed project constraints, right-of-way needs, and provided details of the alternative alignments to be studied in the environmental phase. The team then responded to numerous comments and questions. Overall those in attendance generally supported the use of the railroad alignment with some concern expressed to ensure the natural environment is protected.



### TAM Meetings Through 2017

Staff would like to provide the Board with an updated schedule of TAM Board and Executive Committee meetings for the balance of 2017:

#### Executive Committee Meetings

November 13: Confirmed  
December 11: Cancelled

#### TAM Board Meetings

November 30: Changed from November 16  
December 11: Changed from December 21

Note: the December 11 Board meeting will start at 4:00 p.m. and will be held in TAM's offices rather than the BOS Chambers.

## **REGIONAL**

### **Resilient By Design Competition Update**

This is an update on Resilient by Design, the Bay Area sea level rise design competition. Several Marin agencies and private parties participated in this competition to have a sea level rise design project developed within their communities for a portion of the Marin shoreline. The teams and the competition represent an interest from around the world and the Rockefeller Foundation has dedicated \$4.6 million to fund this year-long effort.



Potential project sites and teams were asked to submit information in July. That process resulted in a total of 76 sites submitted around the bay area. Eleven sites were submitted in Marin County by the public and from our cities, towns, and county (including the Highway 37 corridor, which is on the Solano County list).

The Resilient by Design organization toured Marin County on Thursday, October 5th. The various tours are part of a Bay Area-wide research phase and is one of a few opportunities for the 10 selected design teams to learn about the county and see it firsthand. The community advocacy group, Shore Up Marin, led the tour and invited various stakeholders to participate. The tour focused mainly on our disadvantaged communities: San Rafael Canal and Marin City.

Since some of the sites in Marin were not be included on the tour, it was an opportunity for the agencies to talk to the teams and let them know more about the other sites. In the end, a jury will pair one team with each of the nine Bay Area counties to spend the winter and spring designing shoreline adaptations with our communities. It will leave us in May 2018 with a conceptual design that we can carry forward. For the designs that don't move ahead, a few other Bay Area agencies are interested in possibly moving those forward through other planning and grant programs.

## **STATE**

### **State Legislation**



Gus Khouri will not be present at the TAM Board meeting on October 26, 2017 but he has provided his monthly report (Attachment A) where he provided information on Regional Measure 3, Local Partnership Program, and Congested Corridor Program.

In addition, Mr. Khouri updated TAM Bill Matrix (Attachment B) to summarize bills that TAM has been tracking. September 15 was the last day for each house of the State Legislature to pass bills and October 15 was last day for the Governor to sign or veto bills passed by the Legislature. Bills became laws without his signature. The attached Bill Matrix reflects final status for the Legislative Session for 2017.

The Bill Matrix shows that TAM supported the following seven bills and their results:

- AB 17 on Transit Pass Program – vetoed by Governor
- AB 28 on NEPA Delegation – became law
- AB 1113 on State Transit Assistance (STA) Program – became law
- AB 1218 on CEQA exemptions for bicycle transportation plans – became law
- ACA 5 on Expenditure restrictions on motor vehicle fees and taxes – became law
- SB 1 on Transportation funding – became law
- SB 595 on Regional Measure 3 – became law

## **FEDERAL**

### **Infrastructure Plan**

Republicans on the Senate Commerce Committee will sit down today with a quartet of White House officials to talk infrastructure. Those are Reed Cordish, an assistant to the president in the White House Office of Innovation; Jeremy Katz, the deputy director of the National



REBUILD AMERICA'S  
**Infrastructure**

Economic Council; DJ Gribbin, the special assistant to the president for infrastructure policy; and Joe Lai, a special assistant to the president in the Office of Legislative Affairs. A White House spokeswoman said the meeting on Capitol Hill "is a follow-up from previous discussions between the administration and Republicans on the Commerce Committee."

Commerce Chairman John Thune (R-S.D.) told reporters Tuesday that he wants "to find out a little bit more about what their thinking is and to give them an opportunity to hear from our members about what their priorities are." The White House hasn't revealed much more about its infrastructure plan since May, when it published a set of "principles" with President Donald Trump's fiscal 2018 budget proposal.

Republicans have said that an infrastructure package will come after an attempt to overhaul the tax code. Thune on Tuesday said he hopes Congress will turn to an infrastructure bill in time for the 2018 elections. "If we can get a result on tax reform, get a budget done, confirm some judges, hopefully set up a debate about infrastructure perhaps for next year, I think we'll be in a good place," he said.

*Source: POLITICO's Morning Transportation*

## **ATTACHMENTS**

Attachment A: Khouri Consulting October Report  
Attachment B: TAM Bill Matrix – October 2017



October 23, 2017

TO: Board Members, Transportation Authority of Marin

FROM: Gus Khouri, Principal  
Khoury Consulting

**RE: STATE LEGISLATIVE UPDATE – OCTOBER**

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On September 15, the legislature concluded its business for year one of the 2017-18 Session. Governor Brown had until October 15 to sign or veto legislation. 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**

Governor Brown signed the bill on October 10. MTC is expected to place a measure on the ballot next June.

## **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.

We were successful in advocating for the use of State Transportation Improvement Program (STIP) funds to be eligible in fulfilling the one to one match requirement for the program. The CTC had previously considered prohibiting any funds allocated by the Commission, leaving only local funds as an eligible match source. The use of STIP frees up local funds for other purposes. Through our advocacy, the program will also fund pre-construction costs for projects.

The CTC adopted the guidelines at its' October 18-19, 2017 meeting. Applications will be due in March 2018, with program allocations being made available in 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.

We were successful in advocating for the CTC to allow for the use of STIP funds to qualify for funding a project, as well as the removal of the 30% local match requirement, which would otherwise make it difficult for TAM to submit a qualifying application. We are also pursuing the allowance of Regional Measure 3 funds to be considered should they materialize.

The CTC will adopt guidelines at its' December 6-7 meeting. Applications will be due in February 2018, with allocations being made in May 2018.

## TAM Bill Matrix - October 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p><b>AB 17</b> <b>Holden (D)</b> <b>Transit Pass Program</b></p>	<p>10/15/17 Vetoed by the Governor</p>	<p>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.</p> <p>Governor Brown vetoed the bill cited that "Many transit agencies, including the Los Angeles County Metropolitan Transportation Authority, already have a variety of reduced-fare transit programs for students. Before we create this new statewide program, I think we should have a fuller discussion on how local transit discount programs work and how any new ones should be paid for."</p>	<p><b>Support</b></p>
<p><b>AB 28</b> <b>Frazier (D)</b> <b>NEPA Delegation</b></p>	<p>3/29/17 Chapered by Secretary of State, Chapter 4, Statutes of 2017</p>	<p>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.</p> <p>This bill would remove the sunset date allowing for California to participate in the program three additional years. The bill contains an urgency clause.</p>	<p><b>Support</b></p>
<p><b>AB 134</b> <b>Committee on Budget</b> <b>Cap and Trade Expenditures</b></p>	<p>9/16/17 Chapered by the Secretary of State, Chapter 254, Statutes of 2017</p>	<p>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.</p>	<p>Item 6 - Attachment B</p>

TAM Bill Matrix - October 2017			
Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p><b>AB 398</b>  <b>Garcia (D)</b>                      Air Pollution</p>	<p>7/15/17                      Chaptered by the Secretary of State, Chapter 135, Statutes of 2017</p>	<p>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.</p>	<p><b>Monitor</b></p>
<p><b>AB 399</b>  <b>Grayson (D)</b>                      Autonomous Vehicles:                      Contra Costa Transportation Authority:                      pilot</p>	<p>3/27/17                      Assembly Transportation Committee                      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. <b>Last amended 3/23/17</b></p>	<p><b>Monitor</b></p>

## TAM Bill Matrix - October 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p><b>AB 467 Mullin (D)</b> Local transportation authorities: transactions and use taxes</p>	<p>10/10/17 Chartered by the Secretary of State, Chapter 640, Statutes of 2017</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. <b>Last amended on 8/23/17</b></p>	<p><b>Monitor</b></p>
<p><b>AB 1113 Bloom (D)</b> State Transit Assistance Program</p>	<p>7/21/17 Chartered 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. <b>Marin Transit supports AB 1113.</b></p>	<p><b>Support</b></p>

## TAM Bill Matrix - October 2017

TAM Bill Matrix - October 2017					Item 6 - Attachment B
Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position		
<p><b>AB 1121</b> <b>Chiu (D)</b></p> <p><b>San Francisco Bay Area ferries</b></p>	<p>6/1/17</p> <p>Senate Transportation &amp; Housing Committee</p> <p>Two-Year Bill</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. <b>Last amended on 3/28/17</b></p>	<p><b>Monitor</b></p>		
<p><b>AB 1218</b> <b>Obernolte (R)</b></p> <p><b>CEQA Exemptions: bicycle transportation plans</b></p>	<p>7/31/17</p> <p>Chartered 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><b>Support</b></p>		
<p><b>AB 1282</b> <b>Mullin (D)</b></p> <p><b>Permitting Task Force</b></p>	<p>10/10/17</p> <p>Chartered by the Secretary of State, Chapter 643, Statutes of 2017</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. <b>Last amended on 6/29/17</b></p>	<p><b>Monitor</b></p>		

## TAM Bill Matrix - October 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p><b>AB 1324</b> <b>Gloria (D)</b></p> <p><b>MPO and RTPAs: transactions and use taxes</b></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. <b>Last amended 3/20/17</b></p>	<p><b>Monitor</b></p>
<p><b>AB 1436</b> <b>Levine (D)</b></p> <p><b>County Highways</b></p>	<p>6/26/17</p> <p>Senate Governance &amp; Finance Committee</p> <p>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.</p> <p>(b) The establishing, modifying, or changing the grade of a street.</p> <p>(c) The separation of the grades of two or more streets that intersect.</p> <p>(d) The separation of the grade of a street from the grade of a steam, electric, or street railroad crossing the street.</p> <p>(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.</p> <p>(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. <b>Amended on 3/28/17</b></p>	<p><b>Monitor</b></p>

## TAM Bill Matrix - October 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p><b>AB 1613 Mullin (D)</b></p> <p><b>San Mateo County Transit District: retail transactions and use tax</b></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><b>Monitor</b></p>
<p><b>ACA 5 Frazier (D)</b></p> <p><b>Motor vehicle fees and taxes: restriction on expenditures</b></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><b>Support</b></p> <p style="text-align: right;"><b>Item 6 - Attachment B</b></p>

## TAM Bill Matrix - October 2017

Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p><b>SB 1 Beall (D)</b> Transportation Funding</p>	<p>4/28/17 Chapered by the Secretary of State, Chapter 5, Statutes of 2017</p>	<p>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. <b>Last amended on 4/3/17</b></p>	<p><b>Support</b></p>
<p><b>SB 145 Hill (D)</b> Autonomous Vehicles: testing on public roads</p>	<p>10/12/17 Chapered by the Secretary of State, Chapter 725, Statutes of 2017</p>	<p>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. <b>Last amended on 9/12/17</b></p>	<p><b>Monitor</b></p>
<p><b>SB 328 Portantino (D)</b> Pupil attendance: school start time</p>	<p>9/14/17 Assembly Floor Fail Passage Two-Year Bill</p>	<p>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.</p>	<p><b>Monitor</b></p>

TAM Bill Matrix - October 2017			
Measure	Status	Bill Summary	TAM Board Adopted or Recommended Position
<p><b>SB 595</b> <b>Beall</b></p> <p><b>MTC: Toll Bridge Revenues</b></p>	<p>10/10/17</p> <p>Chartered by the Secretary of State, Chapter 650, Statutes of 2017</p>	<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). <b>Last amended on 9/8/17</b></p>	<p><b>Support</b></p>
<p><b>SB 672</b> <b>Fuller</b></p> <p><b>Traffic-actuated signals: motorcycles and bicycles</b></p>	<p>10/2/17</p> <p>Chartered by the Secretary of State, Chapter 432, Statutes of 2017</p>	<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>	<p><b>Monitor</b></p>