



DATE: March 23, 2017

TO: Transportation Authority of Marin Board of Commissioners

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

SUBJECT: Adopt Positions on State Legislative Bills (Action), Agenda Item No. 7

RECOMMENDATION

Recommend the TAM Board adopts positions on State Legislative bills as shown in Attachment A.

BACKGROUND

In January 2017, TAM adopted a Legislative Platform (Attachment B) in guiding policy decisions and communicating TAM’s goals to the Legislature and other agencies (including, but not limited to, MTC, Regional Transportation Planning Agencies, CSAC, League of California Cities, and SHCC) that have impacts on Marin and TAM during the year.

TAM staff and/or Khouri Consulting will be recommending positions to be taken on pending legislation before the close of the 2017 State Legislation Session in August 2017, particularly those that are related to our adopted Legislative Platform. Letters of support or opposition may also be developed at the appropriate time and Mr. Khouri may be requested to testify at Legislative hearings, if warranted, to convey TAM’s positions on specific legislation.

DISCUSSION/ANALYSIS

The 2017 legislative session is the first year of a two-year session. Bills introduced in the first year of a two-year session may be moved to the second year in 2018 if bills do not generate sufficient interest.

Attachment A contains the initial set of 29 bills that are being monitored by staff and Mr. Khouri. Bills may be added to the chart in the coming months as they become relevant to TAM or Marin. TAM staff also adds bills that have been requested by TAM Board Commissioners for discussion or action.

Of the 29 bills listed in the matrix, staff is recommending the following positions:

Position	Total	Bills
Support	10 bills	AB 1, AB 17, AB 28, AB 151, AB 1113, AB 1218, ACA 4, SB 1, SCA 2, and SCA 6
Monitor	15 bills	AB 65, AB 91, AB 174, AB 378, AB 398, AB 399, AB 467, AB 496, AB 1121, AB 1282, AB 1324, AB 1613, SB 145, SB 672, and SB 760,

Oppose	2 bills	AB 1640 and SB 423
No position	2 bills	AB 87 and AB 694

Mr. Khouri will be attending the TAM Board to discuss the bills in greater detail, particularly with AB 1 and SB 1. Staff recommends positions on individual bills, based on the adopted Legislative Platform, staff's assessments in consultation with Mr. Khouri, and positions previously adopted by the TAM Board in the past on those particular topics. Staff also considers what partner agencies positions are and what role taking a position at all may play in the outcome.

These initial recommended positions will be revised to reflect the TAM Board's recommendations once they have been deliberated.

Attachment C is MTC's estimated revenues for Marin from AB 1 and SB 1.

EXECUTIVE COMMITTEE

The Finance and Policy Executive Committee convened on March 13, 2017 to review 37 bills and the recommended positions before unanimously supporting the recommendations as shown in Attachment A.

Several bills were removed from the list because they considered "dead on arrival," ambiguous Spot bills, or already covered under AB 1 and SB 1.

ATTACHMENT

Attachment A – 2017 State Legislative Bills

Attachment B – Adopted 2017 Legislative Platform

Attachment C – MTC's Estimated Revenues for Marin from AB 1 and SB 1

Attachment A

Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
AB 1 Frazier (D) Transportation Funding	12/5/16 Introduced	This bill proposes a \$6 billion funding package, through a variation of gas and diesel taxes increases, Cap and trade revenues, restoring commercial truck weight fees, repaying outstanding loans, and other miscellaneous fees to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation. The break rehabilitation of the state highway system; \$2.4 billion for maintenance and rehabilitation of local streets and roads; \$577 million for the State Transportation improvement Program, which provides funding for regions; \$563 million for public transportation capital and operations funding; \$600 million for freight goods movement; and up to \$150 million for active transportation. Additional reforms such as a provision for lowering the vote threshold for local sales tax measures from 2/3 to 55%, permanently extending the California Environmental Quality Act (CEQA) exemption for projects within an existing right of way, permanently expanding the National Environmental Policy Act (NEPA) delegation for Caltrans, and creating an advanced mitigation program to expedite project delivery are also included. A constitutional amendment to protect against diversion of funding for non-transportation purposes is also contained.	Support
AB 17 Holden (D) Transit Pass Program	1/19/17 Assembly Transportation Committee	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	3/1/17 Senate Appropriations Committee Set for Hearing on 3/6/17	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 65 Patterson (R) High-Speed Rail Bond Debt Service	1/19/17 Assembly Transportation Committee	Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.	Monitor

Attachment A

Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
AB 87 Ting (D) Autonomous Vehicles	1/19/17 Assembly Transportation Committee	Existing law requires the DMV to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions.	
AB 91 Cervantes (D) HOV Lanes	1/19/17 Assembly Transportation Committee	Existing law authorizes the Department of Transportation (Caltrans) to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles (HOV). When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a HOV lane from being established in the County of Riverside, unless that lane is established as a HOV lane only during the hours of heavy commuter traffic, as determined by Caltrans. The bill would require any existing HOV lane in the County of Riverside that is not a toll lane to be modified to operate as a HOV lane under those same conditions. The bill would authorize Caltrans, on or after May 1, 2019, to reinstate 24-hour HOV lanes in the County of Riverside if Caltrans makes a specified determination, and would require Caltrans to report to the Legislature on the impact on traffic of limiting the use of HOV lanes only during the hours of heavy commuter traffic, as provided in the bill.	Monitor
AB 151 Burke (D) Cap and Trade Program Extension	1/11/17 Introduced	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030.	Support

Attachment A

Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
AB 174 Bigelow (R) California Transportation Commission Membership	1/30/17 Assembly Transportation Committee	Existing law provides that the CTC consists of 13 members, 11 voting members, of which 9 are appointed by the Governor, subject to Senate confirmation, one is appointed by the Senate Committee on Rules, 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.	Monitor
AB 378 Garcia (D) California Global Warming Solutions Act of 2006: regulations.	2/9/17 Introduced	The California Global Warming Solutions Act of 2006 designates CARB with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would additionally require CARB to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would also authorize CARB to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.	Monitor
AB 398 Garcia (D) Greenhouse Gas reduction Fund: reporting	2/9/17 Introduced	The California Global Warming Solutions Act of 2006 establishes CARB as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the CARB to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by CARB from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (GGRF) and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance (DOF) to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the fund. This bill would require DOF to include additional information in its annual report to the Legislature, including, among other things, the greenhouse gas emissions reductions attributable to each project and the geographic location, industry sector, and number of employees of the business entities, as defined, receiving moneys from the fund. The bill would require state agencies expending moneys from the fund to condition the acceptance of those moneys on the recipient providing information necessary to meet the reporting requirements.	Monitor

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Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
AB 399 Grayson (D) Autonomous Vehicles	2/9/17 Introduced	<p>Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into the vehicle. Existing law authorizes a driver to operate an autonomous vehicle on public roads for testing purposes if specified requirements are met. Existing law authorizes the Department of Motor Vehicles to establish additional requirements if, in consultation with the Department of the California Highway Patrol, the department determines that they are necessary to ensure the safe operation of autonomous vehicles on public roads.</p> <p>This bill would state the intent of the Legislature to enact legislation relating to autonomous vehicles and the balance of innovation with the State of California's safety regulations.</p>	Monitor
AB 467 Mullin (D) Local transportation authorities: transactions and use taxes	2/13/17 Introduced	<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.</p> <p>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>	Monitor
AB 496 Fong (R) Transportation Funding	2/13/17 Introduced	<p>This bill creates The Traffic Relief and Road Improvement Act, which provides \$7.8 billion (\$5.6 billion multi-year/\$2.2 billion one-time revenues) for transportation (highways-including maintenance and new capacity, local streets and roads, public transportation, and active transportation), by restoring funds, such as commercial truck weight fees, and utilizing a variety of Cap and Trade funds and existing taxes, such as the sales tax generated from vehicles sales, diesel sales tax, and insurance payments, among other sources. The bill also proposes reforms to the California Environmental Quality Act, creates the Office of the Transportation Inspector General, makes the California Transportation Commission an independent body, and additional oversight for Caltrans.</p>	Monitor

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Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
AB 694 Ting (D) Bicycles	2/15/17 Introduced	<p>Existing law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions, including, among other things, when reasonably necessary to avoid conditions that make it unsafe or when approaching a place where a right turn is authorized.</p> <p>This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized. By redefining the elements of a crime, this bill would create a state-mandated local program.</p> <p>The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p>	
AB 1113 Bloom (D) State Transit Assistance Program	2/16/17 Introduced	<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 Controller and Caltrans in administering the program. The bill would make various other conforming changes and would delete obsolete provisions. Marin Transit supports AB 1113.</p>	Support
AB 1121 Chiu (D) San Francisco Bay Area ferries	2/17/17 Introduced	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the San Francisco Bay Area region, as defined.</p> <p>This bill would state the intent of the Legislature to enact legislation to authorize San Francisco Bay Area voters to approve new, dedicated funding for San Francisco Bay Area ferries.</p>	Monitor

Attachment A

Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
AB 1218 Obernolte CEQA Exemptions: bicycle transportation plans	2/17/17 Introduced	<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 indefinitely those 2 exemptions.</p>	Support
AB 1282 Mullin (D) Permitting task force	2/17/17 Introduced	<p>This bill would establish a transportation permitting task force consisting of representatives from Caltrans, the California Transportation Commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.</p>	Monitor
AB 1324 Gloria (D) MPO: transactions and use taxes	2/17/17 Introduced	<p>This bill would authorize a metropolitan planning organization 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 levy, expansion, increase, or extension was approved by the voters.</p>	Monitor
AB 1613 Mullin San Mateo County Transit District: retail transactions and use tax	2/17/17 Introduced	<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 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, 2021.</p>	Monitor

Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
AB 1640 Garcia (D) Transportation funding: low-income communities	2/17/17 Introduced	This bill would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require Caltrans, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018, to define and map low-income communities that are disadvantaged with respect to transportation, to identify communities that would benefit from the allocation requirements, and to specify criteria for determining whether certain investments benefit low-income residents of the identified communities. The bill would require the department to provide financial support, upon appropriation by the Legislature, to low-income residents of low-income communities for specified purposes generally relating to enabling their participation in the development of these guidelines and the selection of transportation projects and programs.	Oppose
ACA 4 Aguiar-Cury (D) Voter Approval: 55% Vote Threshold	2/17/17 Introduced	Lowers vote threshold to 55% for affordable housing and infrastructure measures.	Support
SB 1 Beall (D) Transportation Funding	2/17/17 Senate Environmental Quality Committee	Nearly identical to AB 1 (Frazier) with some exceptions such as SB1 phasing in the 12 cent increase over three years, proposing a percentage of truck weight fees being returned while AB1 specifies an amount (SB 1 caps weight fee transfer at 50% in FY 2020-21, while AB 1 caps transfer at \$500 million) (being more prescriptive on trade corridor funding, containing a dedicated pot of funding for commuter and intercity rail (.5%, of sales tax which would generate \$40 million annually, and the discrepancy on the zero-emission vehicle fee (\$100 vs. \$165 in AB 1), among other things. Last amended on 1/26/17	Support
SB 145 Hill Autonomous Vehicles: testing on public roads	1/17/17 Introduced	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.	Monitor

Attachment A

Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
SB 423 Cannella Indemnity	2/15/17 Introduced	<p>Existing law provides, for all contracts, and amendments to contracts, entered into on or after January 1, 2007, with a public agency for design professional services, all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts, that purport to indemnify, including the cost to defend, the public agency by a design professional against liability for claims against the public agency, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional.</p> <p>Existing law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. Existing law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference.</p> <p>This bill would make a non-substantive change to these provisions. It is a reintroduction of SB 885, a bill from the 2015-16 Session, which TAM opposed.</p>	Oppose
SB 672 Fuller Traffic-actuated signals: motorcycles and bicycles	2/17/17 Introduced	<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
SB 760 Wiener Transportation funding: active transportation: complete streets	2/17/17 Introduced	<p>This bill would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program (ATP) matters to guide progress toward meeting Caltrans' ATP goals and objectives. The bill would require the California Transportation Commission (CTC) to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require, on or before January 1, 2018, Caltrans to update the Highway Design Manual to incorporate the "complete streets" design concept, including, but not limited to, a specified guidance for selection of bicycle facilities.</p> <p>This bill would require the asset management plan to prescribe a process for community input and complete streets implementation to prioritize safety and accessibility for pedestrians, bicyclists, and transit users on all SHOPP projects, as specified.</p>	Monitor

Preliminary Bill Matrix – March 2017			
Measure	Status	Bill Summary	Suggested Position
<p>SCA 2 Newman (D)</p> <p>Motor Vehicle Fee and Taxes: Restrictions on Expenditures</p>	<p>1/18/17</p> <p>Introduced</p>	<p>Subject to voter approval, this measure 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 vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except that vehicle weight fee revenues would be authorized to be pledged or used for the payment of principal and interest on general obligation transportation bonds approved prior to January 1, 2017.</p>	<p>Support</p>
<p>SCA 6 Wiener (D)</p> <p>Local transportation measures: special taxes: voter approval</p>	<p>2/17/17</p> <p>Introduced</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Support</p>

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Attachment B

2017 Legislative Platform (Adopted January 2017)

Issue	Goal	Impacts/Opportunities
<p>A. Transportation Funding</p>	<p>1. In March 2010, the legislature approved the “gas tax swap” package, which increased the excise tax and eliminated the sales tax on gasoline, in order to acquire General Fund relief to pay down bond debt service while maintaining traditional levels of funding for transportation programs. Traditional gas tax revenues however, which have not been adjusted since 1994, have failed to provide adequate, sustainable funding to address transportation needs. As a result, Proposition 1B served as the only supplemental source of funding to the gas tax. Now that the General Fund has been stabilized, and Proposition 1B funding has matured, statewide stakeholders are pursuing an increase in existing revenues or an alternative funding mechanism in 2017 to supplement transportation infrastructure, including revenues dedicated to highways, local streets and roads, public transit, bicycle and pedestrian programs. The Governor, through his proposed FY 2017-18 State Budget, and legislature has proposed funding packages (the Governor’s plan is \$4.2 billion, Assembly and Senate packages are \$6 billion). Options for TAM include:</p> <ul style="list-style-type: none"> • Pursuing funding for “Fix It First” projects, with an emphasis on local streets and roads, transit capital, bicycle and pedestrian programs, and funding for local maintenance and operations to alleviate traffic congestion. • Seeking additional State Transportation Improvement Program (STIP) funding, which provides local transportation planning agencies with flexible funding to leverage federal grants and local sales tax dollars to address safety, congestion management, transit expansion and bicycle and pedestrian projects. • Supporting the continuation of the Cap and Trade Program, which is set 	<ul style="list-style-type: none"> • State Highway Account • Public Transportation Account • Highway Users Tax Account • Transportation Development Act • Cap and Trade Program • Active Transportation Program

	<p>to expire in 2020. Funding from this program provides much needed resources to address public transportation, affordable housing, and bicycle and pedestrian needs. This includes seeking additional revenue from the 40% of non-continuously appropriated funds, meaning that the legislature has discretion on an annual basis to increase the amount of funding provided to programs such as the Low Carbon Transit Operations Program (LCTOP) and Transit Capital and Intercity Rail Funding Program (TCIRP).</p> <ul style="list-style-type: none"> • Supporting efforts to restore over \$1.1 billion of annual truck weight fees for supporting the SHOPP, STIP or local streets and roads programs rather than paying for general obligation bond debt service. • Repayment of \$706 million to transportation for loans made to the General Fund. • Stabilization of the price-based portion of the gas tax. The volatility of this source resulted in \$872 million reduction of revenues in 2015. A restoration to FY 2013-14 levels would be preferred. 	
	<p>2. Due to the elimination of funding sources to the Public Transportation Account (PTA) through the gas tax swap, the passage of Proposition 22 and sole reliance on the sales tax on diesel may reduce revenue deposited into the State Transit Assistance (STA). Support efforts to maximize the level of funding for the STA program, which provides transit operators with flexible funding that can be used for operations and capital expenditures. This includes supplementing and stabilizing the sales tax on diesel, the sole source of funding for the program, in order to provide predictable, increased revenue to meet demand and accurately account for rolling stock and operational needs.</p>	<ul style="list-style-type: none"> • Marin Transit • GGBHTD
	<p>3. The unreliability of the state funding has had a debilitating impact on funding priority transportation projects in the County of Marin. TAM supports legislation that allows for the approval for regional and local funding for transportation. This includes the following:</p> <ul style="list-style-type: none"> • Supporting efforts to increase funding for transportation projects, such as lowering the vote threshold for local transportation measures to 55% without a requirement to pay for maintenance costs on state highway system; 	<ul style="list-style-type: none"> • Local Sales Taxes • Regional Gas Taxes • Local Vehicle Registration Fees

	<ul style="list-style-type: none"> • Sponsor legislation, after further local input, to provide an exemption from the 2% cap for local sales tax measures to ensure that TAM, as well as each city within the county has the capacity to collect and benefit from the imposition of a new sales tax, while maintaining headroom for other city or county specific priorities; • Support legislation sponsored by MTC seeking authority for Bay Area voters to consider at a future election on whether to raise tolls on state-owned bridges to fund congestion relief, rail connectivity and improved mobility in bridge corridors (Regional Measure 3). • Support the enactment of legislation authorized in 1998 allowing MTC to enact up to a 10-cent regional gas tax for transportation, with emphasis on Local Streets and Roads Rehabilitation under Complete Streets policy. 	
	<p>4. The Safe Routes to Schools (SRTS) program has been merged into the newly created Active Transportation Program (ATP). Support efforts to acquire funding from the ATP for items such as complete streets and other bicycle and pedestrian projects. Work with the California Transportation Commission and MTC to provide equitable geographic distribution of ATP funds.</p>	<ul style="list-style-type: none"> • State-Funded ATP Projects • Regional-Funded ATP Projects
C. FY 2017-18 State Budget	<p>1. Monitor, assess, and react to impacts anticipated from the FY 2016-18 State budget and anticipate shortfalls for transportation programs.</p>	<ul style="list-style-type: none"> • Funding for dedicated projects such as MSN, STIP transit projects, and annual allocations for streets and roads • Funding that matches Proposition 1B Programs, such as CMIA and SLPP • Funding for transit operating (PTA/STA) • Protection of SHA and STIP
D. Air Quality	<p>1. Monitor the results of the Roadway User Charge Committee’s Pilot Program as it assesses the feasibility of implementing a mileage-based user fee as a supplemental or successor fee to the gas tax.</p>	<ul style="list-style-type: none"> • Activities associated with SB 375 • Strategies to reduce VMT
	<p>2. Support funding for local and regional agency support to carry out SB 375 requirements by attempting to acquire funding from the various existing pots made available through the Cap and Trade programs.</p>	<ul style="list-style-type: none"> • Activities associated with SB 375

	3. Coordinate with MTC and local jurisdictions with Marin to support projects that may qualify for funding under LCTOP and TCIRP within Governor’s Cap and Trade proposal to reduce GHG.	<ul style="list-style-type: none"> • Activities associated with SB 375
	4. Support the highest possible level of sub-allocation of Cap and Trade funds to the regional and local levels to fund multimodal projects including local streets and roads, bicycle-pedestrian, transportation demand management (TDM), rail, and transit projects.	
	5. Support flexibility with the Cap and Trade funds allocated for transportation purposes for projects to meet GHG reduction targets and to implement sustainable communities strategies. This includes adjusting program guidelines to provide for flexibility to address a mutual benefit between disadvantaged communities and the region as a whole.	<ul style="list-style-type: none"> • Flexibilities with the use of New Transportation Funds
E. Alternative Modes	1. Support maintaining and enhancing the current levels of state and federal funding for bicycle/pedestrian and electric vehicle/infrastructure programs.	<ul style="list-style-type: none"> • Safe Routes to School Programs • TDA Article 3 Funds • Active Transportation Program (ATP) Funds
	2. Several legislators have historically introduced legislation to relax requirements for using high-occupancy vehicle (HOV) lanes. TAM opposes additional expansion of high-occupancy vehicle (HOV) lanes to usage by other than high-occupancy vehicles and those vehicles currently allowed by law to use such lanes.	<ul style="list-style-type: none"> • Highway 101 HOV Lanes
F. Project Delivery	1. Seek opportunities to increase flexibility to deliver projects, such as supporting alternative contracting methods that include design-build and public private partnership.	<ul style="list-style-type: none"> • Future Major Capital projects
	2. Oppose efforts to require local agencies to reimburse Caltrans for its costs related to the preparation and/or review of project initiation documents (PIDs) for locally sponsored projects on state highway system.	<ul style="list-style-type: none"> • All Locally Sponsored Projects on the State Highway System
	3. Preserve the flexibility for local transportation agencies to be designated as the lead agency for CEQA actions, project development work and construction management for state highway projects. This includes supporting the streamlining of the CEQA process for projects within the existing right of way and advance project environmental mitigation to get early permit approval.	<ul style="list-style-type: none"> • Future Major Capital projects

	4. Support the removal of the sunset date for the National Environmental Policy Act (NEPA) delegated authority, given that Caltrans' participation in the pilot program has enabled us to substantially streamline our environmental project review process under NEPA by removing a layer of review, while providing considerable savings - both in cost and time- in processing standard environmental documents.	•
	5. Support the continuation of Grant Anticipation Revenue Vehicle (GARVEE) bonds and AB 3090 arrangements by the CTC for STIP projects that are programmed in the out-years but are ready for implementation.	• All STIP-Funded Projects
	6. Support efforts to allow regional transportation agency to utilize procurement methods that will expedite project delivery and reduce cost.	• STIP Projects
G. Federal Priorities	1. Collaborate with transportation stakeholders to advocate for the reauthorization of a federal Surface Transportation Programs to replace MAP-21 (Moving Ahead for Progress in the 21 st Century). Support new revenue for the Highway Trust Fund and advocate for the highest possible level of funding at the county level.	• STP, CMAQ, and ATP Funds • Regional Programs such as Local Streets and Roads (LSR), Lifeline, and Freeway Performance Initiative (FPI)
	2. Support and enhance current flexibility in allowing dedication of funds locally to the most urgent needs and the meeting of statewide goals, such as those under AB32 and SB375.	• STP, CMAQ, and ATP Funds
	3. Support dedicated funding for bicycle/pedestrian projects at the federal level.	• Bicycle/Pedestrian projects • Safe Routes to School projects
	4. Support the permanent increase of pre-tax commuter benefits from the current amount of \$130 per month to an equivalent amount allowed for pre-tax parking (\$250) with cost of living adjustments (COLA).	• Local and Regional Commuter Benefits Programs

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Estimate of New Annual Transit Formula Funding in AB 1 and SB 1 for Bay Area

Apportionment Jurisdictions	AB 1/SB 1 Estimate from Increase in Sales Tax on Diesel Fuel	AB 1/SB 1 Estimate from Increase in Cap and Trade	Combined Annual Increased Funding
ACCMA - Corresponding to ACE	604,926	230,010	834,935
Caltrain	12,642,199	4,806,920	17,449,119
CCCTA (County Connection)	1,428,869	543,296	1,972,165
City of Dixon	11,086	4,215	15,301
ECCTA (Tri Delta Transit)	661,753	251,617	913,370
City of Fairfield	279,231	106,172	385,403
GGBHTD	11,190,879	4,255,087	15,445,966
City of Healdsburg	1,172	446	1,618
LAVTA	577,566	219,607	797,172
Marin Transit	2,084,320	792,517	2,876,838
NVTA	144,331	54,879	199,210
City of Petaluma	32,416	12,325	44,741
City of Rio Vista	2,549	969	3,519
SamTrans	7,774,857	2,956,219	10,731,076
City of Santa Rosa	317,344	120,663	438,007
Solano County Transit	651,916	247,877	899,793
Sonoma County Transit	343,600	130,646	474,246
City of Union City	97,709	37,152	134,861
VTA	29,913,230	11,373,852	41,287,082
VTA - Corresponding to ACE	647,578	246,227	893,805
WCCTA	748,827	284,725	1,033,552
WETA	3,075,992	1,169,579	4,245,571
SUBTOTAL	22,114,534	8,408,568	30,523,101
AC Transit	9,786,039	3,720,927	13,506,966
BART	22,483,137	8,548,721	31,031,858
SFMTA	40,963,174	15,575,351	56,538,525
SUBTOTAL	51,117,816	19,436,432	70,554,249
Bay Area Grand Total	73,232,350	27,845,000	101,077,350

Assumptions (3/3/17)

AB 1 & SB 1 both raise the sales tax on diesel fuel rate by 3.5%, estimated to generate \$263 M by the LAO. Half of this is distributed by population; the other half using the revenue-based STA formula.

131,500,000

Bay Area Share of revenue-based STA funded by diesel sales tax increase:

73,232,350

Estimate of Low Carbon Transit Operations Program (LCTOP) increase from Cap and Trade assumes \$2 billion in annual revenue. Could be much lower depending on auction results.

100,000,000

Bay Area Share of revenue-based portion reflects 55.6% of 50% of LCTOP.

27,845,000

Transit operator shares are based on State Controller's FY 2014-15 STA Revenue Shares (same ones that apply in

Estimate of New Bay Area STIP Funding from Restoration of 17.3 cents/gallon gas tax rate & Weight Fee Revenue

(Dollars in millions)

County	Annual Increase Starting FY 2018	Five-Year Increase from Weight Fee Restoration (FY 18-22)
Alameda	\$ 15.6	\$ 23.1
Contra Costa	\$ 9.9	\$ 14.7
Marin	\$ 3.1	\$ 4.6
Napa	\$ 1.8	\$ 2.7
San Francisco	\$ 8.2	\$ 12.1
San Mateo	\$ 8.3	\$ 12.4
Santa Clara	\$ 18.3	\$ 27.1
Solano	\$ 4.7	\$ 7.0
Sonoma	\$ 5.7	\$ 8.5
Region	\$ 75.7	\$ 112.20

Assumptions:

Under AB 1 and SB 1, Annual STIP Funding Increases \$594 M per Year Statewide

Both bills would result in \$1.3 billion in increased STIP revenue from FY 2018-2023 as a result of increased weight fees

Prepared by MTC Staff

Estimate of Bay Area Local Road Funding from SB 1 (Beall)

(Dollars in millions)

COUNTY TOTALS (includes city and county portions)	Estimate of Current FY 2018 State Funding from Gas Tax Subventions	Estimated Increase from SB 1 (FY 2018)
Alameda	52	\$ 79
Contra Costa	37	\$ 56
Marin	8	\$ 13
Napa	5	\$ 8
San Francisco	25	\$ 39
San Mateo	26	\$ 40
Santa Clara	64	\$ 97
Solano	15	\$ 23
Sonoma	17	\$ 26
Regional Total	\$ 250	\$ 382
STATE TOTAL	1,276	\$ 2,068

Note: Totals do not sum due to rounding

Prepared by MTC Staff

**Estimate of Bay Area City and County Funding from SB 1 (Beall)
Assumes \$2 billion statewide (250% Increase)**

County/City	Estimate of FY 2016-17 Funding	Proposed Funding Increase
ALAMEDA		
ALAMEDA	\$ 1,504,098	\$ 2,291,396
ALBANY	\$ 369,740	\$ 563,568
BERKELEY	\$ 2,325,880	\$ 3,545,176
DUBLIN	\$ 1,098,619	\$ 1,674,549
EMERYVILLE	\$ 213,183	\$ 324,939
FREMONT	\$ 4,423,329	\$ 6,742,173
HAYWARD	\$ 2,989,712	\$ 4,557,011
LIVERMORE	\$ 1,685,324	\$ 2,568,821
NEWARK	\$ 870,643	\$ 1,327,061
OAKLAND	\$ 8,005,367	\$ 12,202,025
PIEDMONT	\$ 223,751	\$ 341,047
PLEASANTON	\$ 1,468,516	\$ 2,238,357
SAN LEANDRO	\$ 1,733,025	\$ 2,641,530
UNION CITY	\$ 1,427,528	\$ 2,175,882
City Total	\$ 28,337,930	\$ 43,193,535
County Total	\$ 23,655,413	\$ 36,056,300
Grand Total	\$ 51,993,343	\$ 79,249,835

CONTRA COSTA		
ANTIOCH	\$ 2,121,877	\$ 3,234,230
BRENTWOOD	\$ 1,111,250	\$ 1,693,800
CLAYTON	\$ 227,156	\$ 346,239
CONCORD	\$ 2,467,739	\$ 3,761,403
DANVILLE	\$ 860,659	\$ 1,311,843
EL CERRITO	\$ 482,079	\$ 734,800
HERCULES	\$ 491,557	\$ 749,245
LAFAYETTE	\$ 498,933	\$ 760,489
MARTINEZ	\$ 737,912	\$ 1,124,748
MORAGA	\$ 328,889	\$ 501,302
OAKLEY	\$ 765,256	\$ 1,166,427
ORINDA	\$ 370,655	\$ 564,964
PINOLE	\$ 377,155	\$ 574,872
PITTSBURG	\$ 1,327,961	\$ 2,024,118
PLEASANT HILL	\$ 675,205	\$ 1,029,168
RICHMOND	\$ 2,103,350	\$ 3,205,990
SAN PABLO	\$ 588,950	\$ 897,695
SAN RAMON	\$ 1,540,739	\$ 2,348,441
WALNUT CREEK	\$ 1,313,169	\$ 2,001,572
City Total	\$ 18,390,491	\$ 28,031,346
County Total	\$ 18,122,496	\$ 27,622,860
Grand Total	\$ 36,512,987	\$ 55,654,206

MARIN		
BELVEDERE	\$ 46,832	\$ 71,383
CORTE MADERA	\$ 191,226	\$ 291,473
FAIRFAX	\$ 155,084	\$ 236,384
LARKSPUR	\$ 247,767	\$ 377,655
MILL VALLEY	\$ 288,481	\$ 439,712
NOVATO	\$ 1,054,459	\$ 1,607,239
ROSS	\$ 54,073	\$ 82,420
SAN ANSELMO	\$ 254,053	\$ 387,236
SAN RAFAEL	\$ 1,164,206	\$ 1,774,518
SAUSALITO	\$ 148,584	\$ 226,476
TIBURON	\$ 185,563	\$ 282,840
City Total	\$ 3,790,330	\$ 5,777,336
County Total	\$ 4,689,540	\$ 7,147,940
Grand Total	\$ 8,479,870	\$ 12,925,276

NAPA		
AMERICAN CANYON	\$ 401,526	\$ 612,018
CALISTOGA	\$ 108,901	\$ 165,991
NAPA	\$ 1,548,719	\$ 2,360,604
ST HELENA	\$ 124,549	\$ 189,841
YOUNTVILLE	\$ 64,270	\$ 97,963
City Total	\$ 2,247,965	\$ 3,426,416
County Total	\$ 3,068,597	\$ 4,677,249
Grand Total	\$ 5,316,562	\$ 8,103,665

SAN FRANCISCO

City Total	\$ 16,480,936	\$ 25,120,745
County Total	\$ 8,989,540	\$ 13,702,131
Grand Total	\$ 25,470,477	\$ 38,822,876

SAN MATEO		
ATHERTON	\$ 141,480	\$ 215,648
BELMONT	\$ 530,914	\$ 809,235
BRISBANE	\$ 93,931	\$ 143,172
BURLINGAME	\$ 592,063	\$ 902,441
COLMA	\$ 40,429	\$ 61,624
DALY CITY	\$ 2,073,456	\$ 3,160,424
EAST PALO ALTO	\$ 577,408	\$ 880,103
FOSTER CITY	\$ 640,719	\$ 976,603
HALF MOON BAY	\$ 241,049	\$ 367,414
HILLSBOROUGH	\$ 229,725	\$ 350,154
MENLO PARK	\$ 657,903	\$ 1,002,796
MILLBRAE	\$ 455,027	\$ 693,566
PACIFICA	\$ 760,625	\$ 1,159,367
PORTOLA VALLEY	\$ 93,659	\$ 142,758
REDWOOD CITY	\$ 1,604,516	\$ 2,445,653
SAN BRUNO	\$ 874,633	\$ 1,333,142
SAN CARLOS	\$ 583,480	\$ 889,359
SAN MATEO	\$ 1,988,192	\$ 3,030,463
SOUTH SAN FRANCISCO	\$ 1,300,032	\$ 1,981,549
WOODSIDE	\$ 114,311	\$ 174,237
City Total	\$ 13,593,553	\$ 20,719,707
County Total	\$ 12,852,053	\$ 19,589,491
Grand Total	\$ 26,445,606	\$ 40,309,198

SANTA CLARA		
CAMPBELL	\$ 824,966	\$ 1,257,438
CUPERTINO	\$ 1,174,755	\$ 1,790,597
GILROY	\$ 1,043,268	\$ 1,590,181
LOS ALTOS	\$ 594,904	\$ 906,771
LOS ALTOS HILLS	\$ 168,845	\$ 257,358
LOS GATOS	\$ 604,032	\$ 920,684
MILPITAS	\$ 1,424,842	\$ 2,171,788
MONTE SERENO	\$ 72,717	\$ 110,838
MORGAN HILL	\$ 823,448	\$ 1,255,125
MOUNTAIN VIEW	\$ 1,528,147	\$ 2,329,248
PALO ALTO	\$ 1,314,415	\$ 2,003,471
SAN JOSE	\$ 19,806,562	\$ 30,189,764
SANTA CLARA	\$ 2,368,559	\$ 3,610,230
SARATOGA	\$ 609,754	\$ 929,406
SUNNYVALE	\$ 2,895,107	\$ 4,412,810
City Total	\$ 35,254,321	\$ 53,735,709
County Total	\$ 28,353,947	\$ 43,217,949
Grand Total	\$ 63,608,268	\$ 96,953,657

SOLANO		
BENICIA	\$ 549,227	\$ 837,148
DIXON	\$ 381,281	\$ 581,161
FAIRFIELD	\$ 2,191,805	\$ 3,340,815
RIO VISTA	\$ 165,964	\$ 252,968
SUISUN CITY	\$ 572,562	\$ 872,716
VACAVILLE	\$ 1,854,877	\$ 2,827,259
VALLEJO	\$ 2,343,453	\$ 3,571,963
City Total	\$ 8,059,169	\$ 12,284,031
County Total	\$ 7,226,249	\$ 11,014,468
Grand Total	\$ 15,285,418	\$ 23,298,499

SONOMA		
CLOVERDALE	\$ 175,987	\$ 268,244
COTATI	\$ 149,479	\$ 227,841
HEALDSBURG	\$ 234,922	\$ 358,075
PETALUMA	\$ 1,170,550	\$ 1,784,189
ROHNERT PARK	\$ 809,786	\$ 1,234,300
SANTA ROSA	\$ 3,382,496	\$ 5,155,704
SEBASTOPOL	\$ 152,613	\$ 232,617
SONOMA	\$ 220,248	\$ 335,709
WINDSOR	\$ 542,338	\$ 826,647
City Total	\$ 6,838,418	\$ 10,423,325
County Total	\$ 10,522,307	\$ 16,038,421
Grand Total	\$ 17,360,725	\$ 26,461,746

REGION		
City Total	\$ 132,993,112	\$ 202,712,150
County Total	\$ 117,480,143	\$ 179,066,809
Grand Total	\$ 250,473,255	\$ 381,778,959