



## RESOLUTION ADOPTING POSITIONS ON STATE LEGISLATION

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislature; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco; and

WHEREAS, On February 14, 2017, the Finance Committee reviewed and discussed the attached state legislation matrix, provided guidance to staff regarding needed clarification language, and recommended positions on various bills; and

WHEREAS, the Finance Committee amended the staff recommendation to sever AB 342 (Chiu) and requested additional information and a presentation prior to taking action; now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt new support positions on Assembly Bill (AB) 1 (Frazier), AB 28 (Frazier) and Senate Bill 1 (Beall), and a new oppose position on AB 65 (Patterson); and be it further

RESOLVED, That the Executive Director is directed to communicate these positions to all relevant parties.

## Attachment:

1. New Bills and Recommended Positions

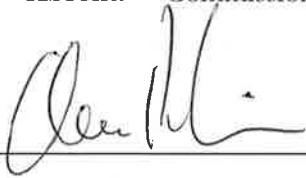


The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of February, 2017, by the following votes:

**Ayes:** Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy and Yee (10)

**Nays:** (0)

**Absent:** Commissioner Tang (1)

      3-6-17  
Aaron Peskin      Date  
Chair

ATTEST:       3/8/17  
Tilly Chang      Date  
Executive Director

**San Francisco County Transportation Authority  
February 2017**

**New Recommended Positions**

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

The Finance Committee is recommending new support positions on Assembly Bill (AB) 1 (Frazier), AB 28 (Frazier), and Senate Bill (SB) 1 (Beall), and a new oppose position on AB 65 (Patterson). As this is the first state legislative matrix of the session, all watch positions on other bills are also new recommendations. Additional detail on bills with new support/oppose positions are shaded in the attached state legislative matrix. It also provides detail on the other bills we are tracking.

<b>Recommended Positions</b>	<b>Bill # Author</b>	<b>Keywords and Comments</b>
Support	<a href="#">AB 1</a> <a href="#">Frazier</a> D	<b>Transportation funding.</b> This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. Estimated \$6 billion annually. Similar to SB 1 (Beall).
Support	<a href="#">AB 28</a> <a href="#">Frazier</a> D	<b>Department of Transportation: environmental review process: federal pilot program.</b> This bill would re-enact State authorization for Caltrans to accept delegated federal authority to administer NEPA. Significant project delays are expected if this is not reinstated.
Oppose	<a href="#">AB 65</a> <a href="#">Patterson</a> R	<b>Transportation bond debt service.</b> This bill would shift debt service payments for High-Speed Rail bonds from truck weight fees to the state General Fund, intending to bring the High-Speed Rail project to an end.
Support	<a href="#">SB 1</a> <a href="#">Beall</a> D	<b>Transportation funding.</b> This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. Estimated \$6 billion annually. Similar to AB 1 (Frazier).

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### Bills of Interest

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

The Finance Committee is recommending new support positions on Assembly Bill (AB) 1 (Frazier), AB 28 (Frazier), and Senate Bill (SB) 1 (Beall), and a new oppose position on AB 65 (Patterson).

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1</a>  Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Frazier</a> D  (Dist 11)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Assembly Transportation	New - Recommend Support	This bill would create the road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. New gas taxes, diesel taxes, registration fees, and other sources would generate \$6 billion annually.  See related SB 1 (Beall).
<a href="#">AB 13</a>  Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Eggman</a> D  (Dist 13)	580 Marine Highway. Would require the Department of Transportation to implement and oversee the —580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. The bill would require that the project be funded by an appropriation in the Budget Act of 2017 of \$85,000,000.	Assembly Transportation	New - Recommend Watch	This bill seeks the development of the 580 Marine Highway corridor to reduce truck traffic between Oakland and Stockton. Funding would be subject to future appropriation.

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<a href="#">AB 17</a>  Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Holden</a> D  (Dist 41)	Transit Pass Program: free or reduced-fare transit passes. Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would 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.	Assembly Transportation	New - Recommend Watch	Re-introduction of AB 2222 (2017) to establish a transit pass program for free or reduced transit fare passes to qualified schools for use by pupils. The 2016 bill was sponsored by TransForm and supported by a wide array of transportation groups and advocates. The source for funding in AB 2222 was Cap and Trade auction revenues. The bill was retained in Appropriations due to uncertainty over that funding source.
<a href="#">AB 25</a>  Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Nazarian</a> D  (Dist 46)	Tour buses. Current law imposes various requirements on the operation of tour buses, including, among other things, a requirement that a tour bus operator use a safety belt at all times when operating the tour bus. This bill would state the intent of the Legislature to enact legislation relating to the safe operation of tour buses.	Assembly Print	New - Recommend Watch	This is a spot bill that expresses intent to develop legislation to foster safe operating tour buses.
<a href="#">AB 28</a>  Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Frazier</a> D  (Dist 11)	Department of Transportation: environmental review process: federal pilot program. Current 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. Current law, until January 1, 2017, provided that the State of California 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 reinstate the operation of the latter provision.	Assembly Appropriations	New - Recommend Support	Would re-enact State authorization for Caltrans to accept delegated federal authority to administer National Environmental Policy Act (NEPA).  Delegated authority allows for faster environmental clearance. With its expiration, Caltrans is not able to approve environmental documents, threatening the progress of transportation projects statewide. Transportation stakeholders across California have identified this as priority legislation.

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<a href="#">AB 65</a>  Introduced: 12/13/2016 <a href="#">Text</a>	<a href="#">Patterson R</a>  (Dist 23)	Transportation bond debt service. Current 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.	Assembly Transportation	New - Recommend Oppose	Another in a series of bills intended to bring the State's High Speed Rail project to an end by shifting the debt service payments from truck weight fees to state General Fund.
<a href="#">AB 87</a>  Introduced: 1/5/2017 <a href="#">Text</a>	<a href="#">Ting D</a>  (Dist 19)	Autonomous vehicles. This bill would provide that violation of the Autonomous Vehicle statute 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. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.	Pending referral to committee	Support	The bill amends the state's Autonomous Vehicle (AV) law to address the instance where an auto manufacturer or vehicle operator fails to comply is subject to revocation of the registration and is subject to a penalty of \$25,000 per day. Assemblymember Ting introduced this bill in the wake of the discovery that Uber was operating AVs in San Francisco without a permit from DMV. In response, the DMV revoked the registrations of Uber's 16 autonomous vehicles to pull the unregulated cars off public streets. The measure is supported by San Francisco Mayor Ed Lee, San Francisco Supervisor Aaron Peskin, and WalkSF, as well as bicycle interests.  The Transportation Authority Board passed a resolution of support for this bill at their 1/24/17 Board meeting

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<a href="#">AB 91</a> Introduced: 1/9/2017 <a href="#">Text</a>	<a href="#">Cervantes</a> D  (Dist 60)	High-occupancy vehicle lanes. Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.	Assembly Transportation	New - Recommend Watch	The measure applies to HOV lanes operated within Riverside County. It would require that HOV lanes there may only operate as such during the hours of heavy commuter traffic.
<a href="#">AB 174</a> Introduced: 1/17/2017 <a href="#">Text</a>	<a href="#">Bigelow</a> R  (Dist 5)	California Transportation Commission: membership. Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 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.	Assembly Transportation	New - Recommend Watch	Current law and tradition directs the governor to seek geographic balance in appointing members to CTC. This bill would codify a requirement that at least one member be from a rural county.
<a href="#">AB 179</a> Introduced: 1/18/2017 <a href="#">Text</a>	<a href="#">Cervantes</a> D  (Dist 60)	California Transportation Commission. Current law provides that the California Transportation Commission 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, and one 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 6 of those voting members have specified qualifications.	Assembly Transportation	New - Recommend Watch	This bill would mandate that 6 of the 11 CTC members have expertise in the following areas: *Sustainable transportation *Public health effects of transportation *Climate change mitigation *Bike and pedestrian safety

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<a href="#">AB 262</a>  Introduced: 1/31/2017 <a href="#">Text</a>	<a href="#">Bonta D</a>  (Dist 18)	Public contracts: lowest responsive bidder: eligible materials. The State Contract Act governs the bidding and award of public works contracts by specific state departments. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, for that type of product.	Assembly Print	New - Recommend Watch	This bill seeks to have prospective contract bidders qualify greenhouse emissions in basic construction materials.
<a href="#">AB 342</a>  Introduced: 2/7/2017 <a href="#">Text</a>	<a href="#">Chiu D</a>  (Dist 17)	Vehicles: automated speed enforcement (ASE): five-year pilot program. This bill would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems. The bill would require San Jose and San Francisco to adopt an ASE System Use Policy, as specified, and develop uniform guidelines for, among other things, the processing and storage of confidential information. The bill would provide that a speed violation that is recorded by an ASE system is subject to a civil penalty in an amount not to exceed \$100.	Assembly Print	New – Watch  At its 2/14 meeting, the Finance Committee requested more information and a presentation on ASE before taking action.	This bill, coauthored by Senator Wiener and others, has been an adopted legislative priority of the SFCTA and SFMTA for years. It would allow both San Francisco and San Jose to pilot the use of ASE to enforce speed limits, consistent with the City’s adopted Vision Zero policies.  At its February 14 meeting, the SFCTA Finance Committee asked staff to coordinate with the SFMTA to address questions raised about potential job loss, privacy concerns, burdens on low income persons of imposing a new fine, effectiveness, and privacy. These will be addressed in a presentation provided to the Board in February or March.



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<a href="#">SB 1</a>  Amended: 1/26/2017 <a href="#">Text</a>	<a href="#">Beall</a> D  (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Support	This bill would create the road maintenance and rehabilitation program to address deferred maintenance on the state highway system and local roads. New gas tax, diesel tax, registration fee, and other sources would generate \$6 billion annually.
<a href="#">SB 4</a>  Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Mendoza</a> D  (Dist 32)	Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act. This bill, subject to voter approval at the June 5, 2018, statewide primary election, would enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.	Senate	New - Recommend Watch	This is one of several measures that comprise the Senate "California Rebuild" Infrastructure package.

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<a href="#">SB 35</a> Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Wiener</a> D (Dist 11)	Planning and Zoning: affordable housing: streamline. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. Existing law requires the Department of Housing and Community Development to determine existing and projected needs for housing for each region and, in consultation with each council of governments, adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county that meets specified requirements. This bill would state the intent of the Legislature to enact legislation to streamline, incentivize, and remove local barriers to housing creation, as specified.	Senate Rules	New - Recommend Watch	This is a “spot” bill intending to eventually address the removal of barriers to implementing housing, and affordable housing in particular. As such, it serves as a placeholder until additional statutory language is amended into the measure. It has been referred to Rules committee until such time as it is amended.
<a href="#">SCA 2</a> Introduced: 1/18/2017 <a href="#">Text</a>	<a href="#">Newman</a> D (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would 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. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	The author intended the measure to protect new revenues generated by new transportation funding measures such as AB 1 or SB 1. However, it is not clear whether the bill as written accomplishes this and the author is currently analyzing the proposed language.

**Total Measures: 15**