



## 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 State and Federal Legislatures; 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, At its May 9, 2017 meeting, the Board amended the staff recommendation to change the position on Assembly Bill (AB) 756 (Ting) from support to watch; and

WHEREAS, At its May 23, 2017 meeting, the Board amended the staff recommendation to adopt a new oppose position on Senate Bill (SB) 182 (Bradford); now, therefore, be it

RESOLVED, That the Transportation Authority hereby does adopt new support positions on SB 422 (Wilk) and SB 768 (Allen and Wiener) and a new oppose position on SB 182 (Bradford); 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 23rd day of May, 2017, by the following votes:

**Ayes:** Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

**Nays:** (0)

**Absent:** (0)

 6-16-17  
\_\_\_\_\_  
Aaron Peskin Date  
Chair

ATTEST:  6-20-17  
\_\_\_\_\_  
Tilly Chang Date  
Executive Director

**San Francisco County Transportation Authority**  
**May 2017 [REVISED 5/17/17]**

**State Legislation – Proposed New Positions and Updates on Activity This Session**

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

Staff is recommending new support positions on Senate Bill (SB) 422 (Wilk) and SB 768 (Allen and Wiener) and a new oppose position on SB 182 (Bradford) as shown in **Table 1**. **Table 2** provides updates on several bills we have been tracking this session and **Table 3** indicates the status of bills on which the Board has already taken a position this session.

**Table 1. Recommendation for New Positions and Select New Bills to Watch**

Recommended Positions	Bill # Author	Bill Title and Description
	<a href="#">AB 378</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D	[Moved to Watch (see below) subsequent to May 9 SFCTA Board meeting.]
Support	<a href="#">SB 422</a> <a href="#">Wilk</a> R	<p><b>Transportation projects: comprehensive development lease agreements: P3.</b>            Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. These two bills are very similar and would extend P3 authorization indefinitely. P3 could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.</p>
	<a href="#">SB 768</a> <a href="#">Allen,</a> <a href="#">Wiener</a> D	
Oppose	<a href="#">SB 182</a> <a href="#">Bradford</a> D	<p>[Added at request of the Chair since May 9 SFCTA Board meeting.]</p> <p><b>Transportation network company: participating drivers: single business license.</b>            This bill would allow Transportation Network Company (TNC) drivers to obtain only a single business license to operate in all local jurisdictions statewide, irrespective of where they operate their business. SFMTA and the City have registered their opposition to this bill on the basis that it would hinder our ability to collect information from the approximately 45,000 TNC drivers that cause an estimated \$2-4 million per year in wear and tear on our local streets and an increased burden on traffic enforcement resources. <b>As this bill is moving rapidly through the Legislature, at the discretion of the Chair we have already submitted a letter of opposition to the author's office.</b></p>
Watch	<a href="#">AB 344</a> <a href="#">Melendez</a> R	<p><b>Toll evasion violations.</b>            The bill would change current practice by toll agencies to require individuals to pay the levied penalty for fare evasion when the individual challenges an initial toll review finding and proceeds to an administrative review process (only 0.05% of violation protests for the Bay Area Toll Authority (BATA)). MTC is concerned that this bill would increase the number of administrative investigations, which are costly to administer and, to BATA's knowledge, has never resulted in a situation where a violation was overturned. Recognizing that a waiver of the upfront fee is fair and reasonable in cases of means-based need, MTC is seeking an amendment to align toll violation procedures with what is currently in place for parking violations, specifically waiving the levied penalty during the administrative review process when warranted due to need of the applicant.</p>

**San Francisco County Transportation Authority**  
**May 2017 [REVISED 5/17/17]**

	<p><a href="#">AB 378</a>  <a href="#">Garcia,</a>  <a href="#">Cristina</a> D</p>	<p><b>California Global Warming Solutions Act of 2006: regulations.</b>  The bill would authorize the State Air Resources Board to extend the Cap and Trade program from 2020 to 2030. Prior language in the bill would have provided additional revenue for transportation and would have helped stabilize auction outcomes. However, recent amendments have altered it substantially. As revised it would completely change the way the state manages greenhouse gas emissions and shift important oversight responsibilities from local air districts to the state Air Resources Board. It is also likely to see further amendments. Staff from the Bay Area Air Quality Management District have expressed concern over the new language and are recommending their Board withdraw the agency’s support.</p> <p><b>Change in Recommended Position from Support to Watch:</b> Given the recent amendments, and the likelihood of additional ones, we no longer recommend a support position on the bill. We will continue to monitor it with our local and regional partners and will report on any progress next month.</p>
	<p><a href="#">AB 756</a>  <a href="#">Ting</a> D</p>	<p><b>Prima facie speed limits: Golden Gate Park.</b>  This bill establishes a new speed limit of 15 miles per hour for Golden Gate Park roads excluding Crossover Drive, Park Presidio Bypass Boulevard, and Kezar Drive. The Mayor’s Office State Legislative Committee has taken a support as amended position on this bill. It is consistent with Vision Zero policies. At the May 9, 2017 meeting, the Board revised the staff recommendation to change the position from support to watch to allow further review now that it is a two-year bill.</p>
	<p><a href="#">AB 1218</a>  <a href="#">Obernolte</a> R</p>	<p><b>California Environmental Quality Act (CEQA): exemption: bicycle transportation plans.</b>  Extends current CEQA exemptions that sunset this year until 2021. Current exemptions apply to bicycle transportation plans and bicycle projects including roadway striping, signal timing, signage, storage, and other improvements.</p>
	<p><a href="#">AB 1444</a>  <a href="#">Baker</a> R</p>	<p><b>Livermore Amador Valley Transit Authority (LAVTA): autonomous vehicle demonstration project.</b>  This bill would exempt LAVTA from state regulations for testing autonomous vehicles in a commercial center in Dublin. Within the specific boundaries of the demonstration pilot, it would allow testing of a vehicle without a driver seated in the driver’s seat and not equipped with a steering wheel, a brake pedal, or an accelerator.</p>

**San Francisco County Transportation Authority**  
**May 2017 [REVISED 5/17/17]**

**Table 2. Select Updates on Tracked Bills**

Active Positions	Bill # Author	Bill Title and Description	Update
Support	<a href="#">AB 342</a> <a href="#">Chiu</a> D	<p><b>Vehicles: automated speed enforcement (ASE): five-year pilot program.</b></p> <p>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 ASE system for speed limit enforcement. ASE has been an adopted legislative priority of the SFCTA and SFMTA for years, consistent with the City’s adopted Vision Zero policies.</p>	<p>The bill was approved by the Assembly Privacy and Consumer Protection Committee on April 18 but was converted into a two-year bill at the subsequent Assembly Transportation Committee meeting. The California Highway Patrol provided the main source of opposition over concern that the cameras could increase hostility toward police officers and their ability to improve street safety. We will continue to support SFMTA’s work to advance the bill next year.</p>
	<a href="#">SB 1</a> <a href="#">Beall</a> D	<p><b>Transportation Funding.</b></p> <p>As reported earlier, this bill will raise \$52 billion in new revenue over the next ten years for transportation, focusing on fix it first for roads and transit. San Francisco will receive an estimated \$73 million in formula funds and will compete for additional funding in statewide competitive pots of funding.</p>	<p>Since the last Board meeting, the Governor signed the bill into law, along with a number of trailer bills. Among other things, these bills included the commitment of \$400 million for a rail extension to Ceres and Merced and \$427 million for transportation improvements in Riverside County. They also included SB 496 (Cannella) which transfers design risk from the private sector to the public sector. We have previously adopted oppose positions on similar design exemption bills.</p>
Watch	<a href="#">SCA 6</a> <a href="#">Wiener</a> D	<p><b>Local transportation measures: special taxes: voter approval.</b></p> <p>This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues, parcel taxes, and other taxes. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.</p>	<p>This bill used to only apply to local transportation sales taxes but was amended to include a broader range of possible revenue mechanisms for transportation.</p>

**San Francisco County Transportation Authority**  
**May 2017 [REVISED 5/17/17]**

**Table 3. Bill Status for Active Positions Taken This Session**

<b>Adopted Positions</b>	<b>Bill # Author</b>	<b>Bill Title</b>	<b>Bill Status (as of 5/2/17)</b>
Support	<a href="#">AB 1</a> <a href="#">Frazier</a> D	Transportation Funding.	Assembly Transportation
	<a href="#">AB 28</a> <a href="#">Frazier</a> D	Department of Transportation: environmental review process: federal pilot program.	Chapters
	<a href="#">AB 87</a> <a href="#">Ting</a> D	Autonomous vehicles.	Assembly Transportation
	<a href="#">AB 342</a> <a href="#">Chiu</a> D	Vehicles: automated speed enforcement: five-year pilot program.	Assembly Transportation
	<a href="#">SB 1</a> <a href="#">Beall</a> D	Transportation Funding.	Chapters
Oppose	<a href="#">AB 65</a> <a href="#">Patterson</a> R	Transportation bond debt service.	Assembly Transportation
	<a href="#">SB 423</a> <a href="#">Cannella</a> R	Indemnity: design professionals.	Senate Judiciary
	<a href="#">SB 493</a> <a href="#">Hill</a> D	Vehicles: right-turn violations.	Senate Appropriations