



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 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; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on Senate Bill (SB) 760 (Wiener), and a new oppose position on Assembly Bill (AB) 1756 (Brough); 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

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State Legislation – Updates on Activity This Session

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

On January 3, 2018, the State Legislature reconvened for the 2017/18 session. At the Board meeting, we will provide a verbal update on the bills continued from 2017 and on new bills introduced in 2018.

Staff is recommending a new support position on Senate Bill (SB) 760 (Wiener), and a new oppose position on Assembly Bill (AB) 1756 (Brough) as shown in **Table 1**, which also includes four new bills to watch. The Board does not need to take an action to add bills to watch. **Table 2** provides updates on several bills we have been tracking this session. **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
Oppose	AB 1756 Brough R	Transportation funding. Would repeal the Road Repair and Accountability Act of 2017 (SB 1). SB 1 is expected to generate \$52.4 billion between 2017 and 2027, through increases to the gas tax, diesel excise tax, and vehicle license fees, with revenues directed to various transportation projects. This bill would eliminate all taxes and fees, and eliminate the transportation funding programs created by SB 1.
Watch	AB 1759 McCarty D	General plans: housing element: production report: withholding of transportation funds. Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county to determine whether that city or county has met the applicable minimum production goal for that reporting period. If the goal has not been met, the bill would require the Controller withhold the apportionment of Road Maintenance and Rehabilitation Program funds that would otherwise be apportioned and distributed, and hold the funds in escrow until the city or county is compliant.
Watch	AB 1905 Grayson D	Environmental quality: judicial review: transportation projects. Would prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.
Watch	ACA 19 Mayes R	Local government taxation: voter approval. The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters voting on the tax. The California Constitution defines “local government” for these purposes to mean any county, city, city and county, including a charter city or county, any special district, or any other local or regional governmental entity. This measure would specify that the electorate exercising its initiative power is within the definition of “local government.”

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Watch	ACA 21 Mayes R	State infrastructure: funding: California Infrastructure Investment Fund. Would amend the California Constitution to create the California Infrastructure Investment Fund in the State Treasury. The measure would require the Controller, beginning in the 2019/20 fiscal year, to transfer from the General Fund to the California Infrastructure Investment Fund in each fiscal year an amount equal to up to 2.5% of the estimated General Fund revenues for that fiscal year, as provided. The measure would require, for the 2019–20 fiscal year and each fiscal year thereafter, the amounts in the fund to be allocated, upon appropriation by the Legislature, for specified infrastructure investments, including the funding of deferred maintenance projects.
Support	SB 760 Wiener D	Bikeways: design guides. Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. SFMTA is considering adopting a support position.

Table 2. Select Updates on Tracked Bills

Adopted Positions	Bill # Author	Bill Title and Description	Update
Support	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes Would, upon the appropriation of moneys from the Public Transportation Account by the Legislature, create the Transit Pass Pilot Program to be administered by the Department of Transportation to provide free or reduced-fare transit passes, directly or through a 3rd party, including a transit agency, to specified pupils and students by supporting new, or expanding existing, transit pass programs. The bill would require the department to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program.	Governor Brown vetoed this bill. Though the bill was originally introduced with \$100 million in funding, it was ultimately passed by the legislature without a funding source. The Governor stated: “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.”

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Support	<p>AB 342 Chiu D</p>	<p>Vehicles: automated speed enforcement: five-year pilot program. 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, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems.</p>	<p>This bill is dead. AB 342 faced strong opposition from law enforcement unions, and the author canceled its hearing at the Assembly Transportation Committee. We and the SFMTA will be working with the San Francisco legislative delegation to find an alternative path forward for ASE.</p>
Watch	<p>AB 756 Ting D</p>	<p>Prima facie speed limits: Golden Gate Park. Would authorize the City and County of San Francisco to reduce the prima facie speed limit to 15 miles per hour when driving on a street or road within Golden Gate Park in the City of San Francisco, with specified exclusions, and report to the Department of Transportation regarding any traffic calming measures undertaken to maintain or increase pedestrian and bicyclist safety, as prescribed.</p>	<p>This bill is dead. At its first hearing, the Assembly Transportation Committee expressed concern over lowering the speed limit before Vision Zero improvements were fully implemented. The second hearing was canceled at the request of the author.</p>
Watch	<p>AB 1103 Oberholte R</p>	<p>Bicycles: yielding: pilot program. Would authorize a city, by resolution, to implement a 5-year pilot program, commencing January 1, 2020, to allow a person who is operating a bicycle and approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would authorize implementation of the pilot program in at least 3 cities that elect to participate, as specified.</p>	<p>This bill is dead. AB 1103 faced opposition from the California Teamsters and American Automobile Association groups, and pedestrian groups expressed concerns about safety. The Assembly Transportation Committee had concerns about lack of data and predictability of behavior. The bill's author cancelled the second hearing.</p>

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Table 3. Bill Status for Active Positions Taken Last Session

Adopted Positions	Bill # Author	Bill Title	Bill Status¹ (as of 1/31/2018)
Support	AB 1 Frazier D	Transportation Funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Senate Desk
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 768 Allen , Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Appropriations

¹Under this column, “Enrolled” means the bills has passed out of both houses of the Legislature and is on the Governor’s desk for consideration. “Chaptered” indicates the bill is now law.