

**San Francisco County Transportation Authority
October 2017**

State Legislation – Updates on Activity This Session

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

Given the October 15 deadline for bills to leave the Governor’s desk, we are not recommending any new positions at this time. At the Board meeting we will provide a verbal update on the final status of bills we have been tracking. At the November Board meeting we will provide a more substantial look back at legislative activity in 2017 and a look forward at the bills continued to 2018 and other issues on which we anticipate the Legislature will focus.

Table 1. Bill Status for Active Positions Taken This Session

Adopted Positions	Bill # Author	Bill Title	Bill Status¹ (as of 10/11/17)
Support	AB 1 Frazier D	Transportation Funding. 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. AB 1 is similar to SB 1 (Beall), which was enacted in May 2017, and therefore this bill will likely be repurposed in 2018.	Assembly Two-Year
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes. The bill created a new Transit Pass Program to be administered by Caltrans to establish a free or reduced transit pass program to qualified middle school, high school, community college, and University of California and California State University schools. This bill appropriated \$20 million from the Public Transportation Account to fund the program, which sunsets January 1, 2022. A performance evaluation report is due to the Legislature on or before January 1, 2020.	Assembly Enrolled
	AB 28 Frazier D	Department of Transportation: environmental review process: federal pilot program. This bill re-enacted State authorization for Caltrans to accept delegated federal authority to administer NEPA. Significant project delays were expected if this was not reinstated.	Chaptered
	AB 87 Ting D	Autonomous vehicles. Assemblyman Phil Ting has taken initial steps to protect the public by introducing California Assembly Bill (AB) 87, which codifies the Department of Motor Vehicles’ (DMV) ability to revoke the vehicle registration for autonomous vehicles that violate the DMV’s Autonomous Vehicle Tester Program and fine the TNCs that operate said vehicles, as well as give local law enforcement jurisdiction to impound said vehicles.	Assembly Two-Year

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<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 and the City and County of 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. This remains a high priority for SFMTA, and we will work to support efforts to advance the bill next year.</p>	<p>Assembly Two-Year</p>
<p>SB 1 Beall D</p>	<p>Transportation Funding. This bill created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads and other transportation needs. Estimated \$52 billion in new revenue statewide over the next 10 years for transportation.</p>	<p>Chaptered</p>
<p>SB 422 Wilk R</p>	<p>Transportation projects: comprehensive development lease agreements: Public Private Partnerships. 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>	<p>Senate Two-Year</p>
<p>SB 595 Beall D</p>	<p>Metropolitan Transportation Commission: toll bridge revenues. This bill requires the nine Bay Area counties to conduct a special election on a proposed increase in the toll rate (known as Regional Measure 3 or RM3) on the seven state-owned toll bridges in an amount TBD to finance projects and programs to improve mobility and enhance travel options on the bridges and bridge corridors, as outlined in the expenditure plan in the legislation. MTC is currently planning to place RM3 on the ballot in June 2018, and will likely pursue a \$3 toll increase, which is the maximum authorized by this legislation. Assuming a \$3 toll increase passes, the expenditure plan would direct \$4.5 billion to capital projects and programs, including \$500 million for BART expansion cars, \$140 million for SF Muni fleet expansion and facilities, and \$325 million for the Caltrain Downtown Extension.</p>	<p>Senate Chaptered</p>

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	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships. 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. This bill would extend this authorization indefinitely. P3 authorization could be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.	Senate Two-Year
Oppose	AB 65 Patterson R	Transportation bond debt service. 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.	Assembly Two-Year
	SB 182 Bradford D	Transportation network company: participating drivers: single business license. 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, the City, and the Transportation Authority 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.	Senate Enrolled
	SB 423 Cannella R	Indemnity: design professionals. This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.	Senate Two-Year
	SB 493 Hill D	Vehicles: right-turn violations. This bill would reduce the violation fine for failing to stop before making a right hand turn from \$100 to \$35. Reducing penalties for drivers committing safety violations is not consistent with the City's Vision Zero goals.	Assembly Two-Year

¹Under this column, "Two-Year" indicates the bill has become a two-year bill and to remain viable must pass the house of origin by the end of January in 2018, the second year of the two-year legislative session. "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.